

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 25, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: May 1, 2007 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Exchange) (Delayed from the April 3, 2007, agenda.)

Tract 1090, Control Section 47082, Parcel 140AP, Parcel 122AP, Part A

The subject tract is located in the township of Oceola, Livingston County, Michigan, and contains approximately 8,072 square feet. Tract 1090 was appraised by Thomas J. Urynowicz, Property Analyst, University Region, on October 24, 2006, at \$4,800. The proposed acquisitions, Parcel 140AP and Parcel 122AP, were appraised by Scott Goeman, University Region Appraiser, on June 5, 2005, at \$451,000. During negotiations to acquire the right-of-way for Parcels 140AP and 122AP, the property owners countered the MDOT offer to purchase by requesting an additional \$44,000 above the offer of \$451,000, plus the conveyance of Tract 1090, appraised at \$4,800. The counter offer was accepted by MDOT. Accepting the counter offer of \$451,000 plus the addition of Tract 1090 precludes the potentially extensive costs involved in a condemnation action. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on February 27, 2007. The tract was not offered to the local municipalities because it is part of a property exchange. The property has been declared excess by the Bureau of Highways – Development.

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

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\* Denotes a non-standard contract/amendment

**New Project Identification:** N/A.  
**Zip Code:** 48843.

2. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Governmental Agency for Transportation Use) (Delayed from the April 3, 2007, agenda.)  
Tract 1119, Control Section 23062, Parcel 206, Part B

The subject tract is located in the township of Oneida, Eaton County, Michigan, and contains approximately 0.26 acres. The Eaton County Road Commission indicated that this property was needed for a county road. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on March 8, 2007. Eaton County Road Commission submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, MDOT would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48837.

3. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount  
Amendatory Contract (2005-0327/A2) between MDOT and the Saginaw County Board of Commissioners will add drainage work and bituminous paving to the project and will increase the contract amount by \$6,000. The original contract provides for the rehabilitation and expansion of the apron, the rehabilitation of taxi streets, the relocation of a fuel farm, and improvements to the runway safety area at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. The contract term remains unchanged, August 11, 2005, through August 10, 2025. The revised contract amount will be \$427,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$150,000	\$4,800	\$154,800
State Restricted Aeronautics Funds	\$242,963	\$1,050	\$244,013
Saginaw County Funds	<u>\$ 28,037</u>	<u>\$ 150</u>	<u>\$ 28,187</u>
Total	<u>\$421,000</u>	<u>\$6,000</u>	<u>\$427,000</u>

**Purpose/Business Case:** To increase the contract amount by \$6,000 to add drainage work and bituminous paving to the project. This additional work is needed to facilitate proper drainage for the terminal apron.

**Benefit:** Will enhance the safety of the airport, and meet current (Federal Aviation Administration) FAA requirements.

**Funding Source:** FAA Funds - \$154,800; State Restricted Aeronautics Funds - \$244,013; Saginaw County Funds - \$28,197; Contract Total - \$427,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is reduced safety and noncompliance with FAA requirements.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48602.

4. **\*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2006-0362/A1) between MDOT and the County of Oakland will add the performance of an environmental assessment for the extension of runway 9L and runway safety area (RSA) improvements on runway 9L to the project and will increase the contract amount by \$33,000. The original contract provides for the conduct of an environmental assessment for the extension of runway 9R/27L at the Oakland County International Airport in Pontiac, Michigan. The contract term remains unchanged, May 26, 2006, through May 25, 2026. The revised contract amount will be \$102,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$55,200	\$26,400	\$ 81,600
State Restricted Aeronautics Funds	\$12,075	\$ 5,775	\$ 17,850
Oakland County Funds	<u>\$ 1,725</u>	<u>\$ 825</u>	<u>\$ 2,550</u>
Total	<u>\$69,000</u>	<u>\$33,000</u>	<u>\$102,000</u>

**Purpose/Business Case:** To increase the contract amount by \$33,000 to add the performance of an environmental assessment for the extension of runway 9L and 9L RSA evaluation. The runway 9L extension is being added in order to minimize the down time when primary runway 9R/27L is under construction for extension. Runway 9L RSA improvements are needed to achieve standards in accordance with the Federal Aviation Administration (FAA).

**Benefit:** Will provide the additional funding needed to complete the environmental assessment so that the runway extension project can move forward as planned.

**Funding Source:** FAA Funds - \$81,600; State Restricted Aeronautics Funds - \$17,850; Oakland County Funds - \$2,550; Contract Total - \$102,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is that the project could not be completed as planned. Oakland County would be responsible for the additional costs. The county cannot afford the additional cost at this time without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48327.

5. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount (Delayed from the April 3, 2007, agenda.)

Amendatory Contract (2006-0655/A1) between MDOT and the Jackson County Board of Commissioners will add the performance of stream mitigation investigation for runway 14/32 to the project and will increase the contract amount by \$10,000. The original contract provides for design engineering services to be performed for the rehabilitation and extension of runway 14/32 at the Jackson County-Reynolds Field in Jackson, Michigan. The contract term remains unchanged, November 15, 2006, through November 14, 2026. The revised contract amount will be \$173,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$130,400	\$ 8,000	\$138,400
State Restricted Aeronautics Funds	\$ 28,525	\$ 1,750	\$ 30,275
Jackson County Funds	\$ 4,075	\$ 250	\$ 4,325
Total	<u>\$163,000</u>	<u>\$10,000</u>	<u>\$173,000</u>

**Purpose/Business Case:** To increase the contract amount by \$10,000 to add the performance of stream mitigation investigation for runway 14/32. This work will determine what effects the proposed runway extension project will have on the environment.

**Benefits:** The decision whether or not to proceed with the runway extension project depends on how it will effect the surrounding environment. This investigation will provide the basis for the decision.

**Funding Source:** Federal Aviation Administration Funds - \$138,400; State Restricted Aeronautics Funds - \$30,275; Jackson County Funds - \$4,325; Contract Total - \$173,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not approved, the project may not proceed as planned. Jackson would be responsible for the additional costs. The county cannot afford the costs without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49202.

6. \*AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements (Delayed from the April 3, 2007, agenda.)

Contract (2007-0492) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will provide federal and state grant funds for the design and construction of a civilian entrance road, a parking lot, a connector taxiway, and taxistreets at the Grayling Army Airfield in Grayling, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$354,050. Source of Funds: FAA Funds (via block grant) - \$283,240; State Restricted Aeronautics Funds - \$61,959; MDMVA Funds - \$8,851.

**Purpose/Business Case:** To provide for the development of engineering plans and the construction of a civilian entrance road, a parking lot, a connector taxiway, and taxistreets at the Grayling Army Airfield.

**Benefit:** Will enhance the safety of the airport.

**Funding Source:** FAA Funds (via block grant) - \$283,240; State Restricted Aeronautics Funds - \$61,959; MDMVA Funds - \$8,851; Contract Total - \$354,050.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49739.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements (Delayed from the April 17, 2007, agenda.)

Contract (2007-0503) between MDOT and the City of Dowagiac will provide federal and state grant funds for the design of the rehabilitation of the taxiway pavement at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$38,000. Source of Funds: FAA Funds (via block grant) - \$30,400; State Restricted Aeronautics Funds - \$6,650; City of Dowagiac Funds - \$950.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of the taxiway pavement.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$30,400; State Restricted Aeronautics Funds - \$6,650; City of Dowagiac Funds - \$950; Contract Total - \$38,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for the rehabilitation of an existing facility.

**Zip Code:** 49047.

8. \*AERONAUTICS AND FREIGHT (Aeronautics) - Environmental Assessment (Delayed from the April 17, 2007, agenda.)

Contract (2007-0518) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the performance of an environmental assessment at the West Branch Community Airport in West Branch, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$69,000. Source of Funds: FAA Funds (via block grant) - \$55,200; State Restricted Aeronautics Funds - \$12,075; City of West Branch and Ogemaw County Funds - \$1,725.

**Purpose/Business Case:** To provide for the performance of an environmental assessment for the runway safety area on runway 9.

**Benefit:** Will ensure that all environmental impacts of any proposed improvements to the runway safety area are identified.

**Funding Source:** FAA Funds (via block grant) - \$55,200; State Restricted Aeronautics Funds - \$12,075; City of West Branch and Ogemaw County Funds - \$1,725; Contract Total - \$69,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new assessment at an existing facility.

**Zip Code:** 48661.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Update of Airport Layout Plan

Contract (2007-0531) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Cheboygan County Airport in Cheboygan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$39,000. Source of Funds: FAA Funds (via block grant) - \$31,200; State Restricted Aeronautics Funds - \$6,825; Cheboygan Airport Authority Funds - \$975.

**Purpose/Business Case:** To provide for the update of the ALP.

**Benefit:** Will meet current FAA standards and requirements.

**Funding Source:** FAA Funds (via block grant) - \$31,200; State Restricted Aeronautics Funds - \$6,825; Cheboygan Airport Authority Funds - \$975; Contract Total - \$39,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for the update of an existing document.

**Zip Code:** 49721.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0532) between MDOT and the City of Clare will provide federal and state grant funds for the design of a snow removal equipment (SRE) building and the relocation and paint marking of the threshold on runway 4 and for the preparation of SRE specifications at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$18,500. Source of Funds: FAA Funds (via block grant) - \$14,800; State Restricted Aeronautics Funds - \$3,237; City of Clare Funds - \$463.

**Purpose/Business Case:** To provide for the development of engineering plans for the design of an SRE building and the relocation and paint marking of the threshold on runway 4 and for the preparation of SRE specifications.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$14,800; State Restricted Aeronautics Funds - \$3,237; City of Clare Funds - \$463; Contract Total - \$18,500.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48617.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvement

Contract (2007-0533) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the design for the development of a hangar site area at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$32,900. Source of Funds: FAA Funds (via block grant) - \$26,320; State Restricted Aeronautics Funds - \$5,757; Huron County Funds - \$823.

**Purpose/Business Case:** To provide for the development of engineering plans for the design of a hangar site area.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$26,320; State Restricted Aeronautics Funds - \$5,757; Huron County Funds - \$823; Contract Total - \$32,900.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48413.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0534) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for wetland delineation for runway 27 and the extension of the parallel taxiway and for the design of the parallel taxiway extension, including medium intensity taxiway light (MITL) and ditch cleanout, at the Roscommon County-Blodgett Memorial Airport in Houghton Lake, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$103,000. Source of Funds: FAA Funds (via block grant) - \$82,400; State Restricted Aeronautics Funds - \$18,025; Roscommon County Funds - \$2,575.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for wetland delineation for runway 27 and the extension of the parallel taxiway and for the design of the parallel taxiway extension, including MITL and ditch cleanout.

**Benefit:** The wetland delineation will meet the requirements of the Michigan Department of Environmental Quality for identifying impacts of proposed improvements on wetlands. The design services will provide engineering plans that meet all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$82,400; State Restricted Aeronautics Funds - \$18,025; Roscommon County Funds - \$2,575; Contract Total - \$103,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48629.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2007-0535) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the construction of the airport perimeter road and the reconstruction of the apron and driveway pavements adjacent to the airport rescue and fire fighting (ARFF) building at the Gerald R. Ford International Airport in Grand Rapids, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,488,000. Source of Funds: FAA Funds - \$1,413,600; State Restricted Aeronautics Funds - \$37,200; KCAB Funds - \$37,200.

**Purpose/Business Case:** To provide for the construction of the airport perimeter road and for reconstruction of the apron and driveway pavements adjacent to the airport ARFF building.

**Benefit:** Construction of the perimeter road will facilitate security and maintenance operations. Reconstruction of the ARFF pavements will rectify pavement deterioration.

**Funding Source:** FAA Funds - \$1,413,600; State Restricted Aeronautics Funds - \$37,200; KCAB Funds - \$37,200; Contract Total - \$1,488,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction contract will be procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** The project consists of new work and reconstruction. The percent of new work is approximately 53 percent (perimeter road).

**Zip Code:** 49512.



14. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements  
Contract (2007-0537) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for improvements to the runway safety area (RSA) and the extension of runway 14 (phase II) and for the relocation of the navigational aids (phase II) at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,051,620. Source of Funds: FAA Funds - \$3,849,040; State Restricted Aeronautics Funds - \$101,290; Muskegon County Funds - \$101,290.
- Purpose/Business Case:** To provide for RSA improvements and the extension of runway 14 (phase II) and for the relocation of the navigational aids (phase II).  
**Benefit:** Will allow the airline to use this crosswind runway during strong crosswind conditions and increase safety by lengthening the safety areas at each end of the runway.  
**Funding Source:** FAA Funds - \$3,849,040; State Restricted Aeronautics Funds - \$101,290; Muskegon County Funds - \$101,290; Contract Total - \$4,051,620.  
**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.  
**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.  
**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were ten bidders for the RSA improvements/runway extension and four bidders for the navigational aid relocation.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 49441.
15. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements  
Contract (2007-0539) between MDOT and the Kalamazoo County Board of Commissioners will provide federal and state grant funds for the relocation of Taxiway B South at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,411,000. Source of Funds: FAA Funds - \$1,631,664; State Restricted Aeronautics Funds - \$1,567,050; Kalamazoo County Funds - \$212,286.
- Purpose/Business Case:** To provide for the relocation of Taxiway B South.  
**Benefit:** Will improve safety and comply with FAA standards.  
**Funding Source:** FAA Funds - \$1,631,664; State Restricted Aeronautics Funds - \$1,567,050; Kalamazoo County Funds - \$212,286; Contract Total - \$3,411,000.  
**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.  
**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49002.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2007-0540) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the expansion of the freight ramp, for the rehabilitation of the air carrier apron, for the performance of an approach survey for runway 28L, and for the land acquisition costs for site demolition and clearing of parcel 128 (phase II) at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,289,000. Source of Funds: FAA Funds - \$2,902,495; State Restricted Aeronautics Funds - \$82,225; CRAA Funds - \$304,280.

**Purpose/Business Case:** To provide for the expansion of the freight ramp, for the rehabilitation of the air carrier apron, for the performance of an approach survey on runway 28L, and for the land acquisition costs for site demolition and clearing of parcel 128 (phase II).

**Benefit:** Expanding the freight ramp will provide parking for five large jets, which will meet the parking needs of the airport. The rehabilitation of the air carrier ramp will bring the pavements up to FAA specifications and extend the service life. The 405 survey is required by the FAA to establish the current status of the runway approaches. The site demolition and clearing will clean up parcel 128, which was purchased under a previous FAA grant.

**Funding Source:** FAA Funds - \$2,902,495; State Restricted Aeronautics Funds - \$82,225; CRAA Funds - \$304,280; Contract Total - \$3,289,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** The project is approximately 80 percent new work and 20 percent rehabilitation/expansion of existing facilities.

**Zip Code:** 48906.

17. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (32028-90324) under Master Agreement (94-1044), dated July 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc. (H&E), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at H&E's grade crossing of Bay Port Road in Huron County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Huron County Road Commission and approved on October 4, 2006. The project cost is estimated at \$165,025.62. Source of Funds: Federal Highway Administration (FHWA) Funds - \$99,015.37; FY 2007 State Restricted Trunkline Funds - \$66,010.25.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for the installation of new side-of-street flashers, half-roadway gates and appropriate activation circuitry at the existing grade crossing of the H&E tracks with Bay Port Road in Huron County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$99,015.37; FY 2007 State Restricted Trunkline Funds - \$66,010.25.

**Commitment Level:** The contract cost is based on H&E's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula referenced as the New Hampshire Index. This crossing is currently equipped with passive crossbuck signs; installation of the active warning devices will reduce motorist exposure to risk by 89 percent.

**Cost Reduction:** The work will be performed by H&E on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of H&E and the Huron County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48755.

18. \*AERONAUTICS AND FREIGHT (Freight) - Renewal/Extension of Project Completion Period  
Amendatory Contract (2005-0138/A2) between MDOT and Adrian & Blissfield Rail Road Company (A&B) will renew and extend the project completion period by approximately five months to provide sufficient time for A&B to complete the project. The additional time is needed because a dispute with an adjoining landowner delayed the project. The dispute has been resolved, and the contractor is ready to complete the project. The original contract provides loan funding under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of 2.7 miles of track on A&B's main line near Adrian. The revised project completion period will be from June 14, 2005, through June 13, 2006, from August 7, 2006, through December 31, 2006, and from the date of award of this amendment through September 30, 2007. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from June 14, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$212,000. The MiRLAP loan is equivalent to 80.7 percent of the project cost, not to exceed \$171,000. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; A&B Funds - \$41,000.

**Purpose/Business Case:** To extend the project completion period to provide sufficient time for A&B to complete the project.

**Benefit:** Will provide additional time needed for completion of the project. The project will reduce the possibility of a derailment, improve safety, and ensure the continued viability of the railroad.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$171,000; A&B Funds - \$41,000.

**Commitment Level:** The cost of the project was based on estimates; however, payments will be based on actual costs not to exceed \$171,000.

**Risk Assessment:** If this amendment is not awarded, the project may not be completed and the expected outcomes of improved safety and continued viability of the railroad will not be realized.

**Cost Reduction:** The contract provides loan funding under MiRLAP to make rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49228.

19. \*AERONAUTICS AND FREIGHT (Freight) - Michigan Rail Loan Assistance Program (Delayed from the April 3, 2007, agenda.)

Contract (2007-0490) between MDOT and Delray Connecting Railroad (DCRR) will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation and upgrade of DCRR's yard tracks on Zug Island in River Rouge, Wayne County. By preserving its infrastructure, the railroad will ensure its ability to provide long-term reliable service to its customers. The railroad services the steel industry by shipping approximately 30,000 carloads of coke, hot metal, and steel products per year for companies that include U.S. Steel Great Lakes Works. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The project amount will be \$602,507. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$542,000; DCRR Funds - \$60,507.

**Purpose/Business Case:** To provide MiRLAP loan funding for the rehabilitation and upgrade of DCRR's yard tracks on Zug Island (Wayne County).

**Benefit:** The project will ensure DCRR's ability to provide long-term reliable service to its customers. The railroad currently ships 30,000 carloads of coke, hot metal, and steel products per year to service Michigan's steel industry.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$542,000; DCRR Funds - \$60,507.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$542,000.

**Risk Assessment:** If the project is not undertaken, the rail infrastructure that Michigan's steel industry relies on would continue to deteriorate, which would eventually result in unreliable transportation service.

**Cost Reduction:** Eligible costs will be reimbursed only after DCRR has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48209.

20. \*AERONAUTICS AND FREIGHT (Freight) - Economic Development (Delayed from the April 3, 2007, agenda.)

Contract (2007-0491) between MDOT and Biofuel Industries Group, LLC, will provide financial assistance in the form of a loan for the construction of 1355 feet of new track for the improvement of rail freight transportation and the promotion of economic development in the city of Adrian, Lenawee County. This project will provide Biofuel Industries Group, LCC, with rail access to its newly built biodiesel production facility. The production from this biodiesel production facility will create 24 to 32 full-time jobs. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project cost will be \$315,620. MDOT will loan Biofuel Industries Group, LCC, \$157,810 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Biofuel Industries Group, LLC, meets its commitment to ship and/or receive 60 rail carloads of freight annually. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$157,810; Biofuel Industries Group, LLC, Funds - \$157,810

**Purpose/Business Case:** To provide financial assistance for the construction of 1355 feet of new track to serve the newly built biodiesel production facility in the city of Adrian.

**Benefit:** This project will provide rail access to the newly built biodiesel production facility. The direct public benefit will be the creation of up to 32 full-time jobs in the city of Adrian.

\* Denotes a non-standard contract/amendment

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$157,810; Biofuel Industries Group, LLC, Funds - \$157,810.

**Commitment Level:** The contract is based on an estimate from the applicant. Work will be competitively bid by Biofuel Industries Group, LLC.

**Risk Assessment:** If this contract is not approved, economic growth and job creation to this area could be lost.

**Cost Reduction:** Biofuel Industries Group, LLC, will award the project to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49228.

21. \*AERONAUTICS AND FREIGHT (Freight) - Michigan Rail Loan Assistance Program

Contract (2007-0530) between MDOT and Marquette Rail, LLC, will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the undertaking of the following projects: (1) the rehabilitation of four main line bridges on the railroad's main line (Grand Rapids - Baldwin segment) to allow the bridges to handle the 286,000-pound cars required by the railroad's major industrial customers, such as Dow Chemical and Martin Marietta Magnesia Specialties; and (2) the rehabilitation of 22 miles of track in the Manistee subdivision between Walhalla (mile post (MP) 87.0) and Stronach (MP 109.0). This project will upgrade the track from Class 2 to Class 3, which will improve efficiencies, ensure reliable rail service for the railroad's existing customers, and help develop additional rail-served businesses in the region. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$881,000. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$282,000 (32%); Marquette Rail, LLC, Funds - \$599,000 (68%).

**Purpose/Business Case:** To provide MiRLAP loan funding for the rehabilitation of four main line bridges on the railroad's main line and the rehabilitation of 22 miles of track in the Manistee subdivision between Walhalla and Stronach.

**Benefit:** The project will enable the railroad to handle the 286,000-pound cars now required by the railroad's major industrial customers, such as Dow Chemical and Martin Marietta Magnesia Specialties. In addition, the project will upgrade the track from Class 2 to Class 3, which will improve efficiencies, ensure reliable rail service for the railroad's existing customers, and help develop additional rail-served businesses in the region.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$282,000 (32%); Marquette Rail, LLC, Funds - \$599,000 (68%).

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$282,000.

**Risk Assessment:** If the project is not undertaken, the railroad will not be able to handle the 286,000-pound cars required by customers, and the railroad will not be able to ensure reliable and efficient rail service for existing and potential customers.

**Cost Reduction:** Eligible costs will be reimbursed only after the railroad has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49431.

22. **\*EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan**  
Contract (2007-0510) between MDOT and the Macomb County Road Commission is a state infrastructure bank (SIB) loan to assist the Macomb County Road Commission in financing transportation infrastructure improvements through the Cass Avenue Project. The loan will allow the Macomb County Road Commission to reconstruct and expand Cass Avenue from M-97 to the bridge over the Clinton River from two and three lanes to five lanes to provide needed capacity and appropriate lane width and to allow growth for new commercial and residential development. MDOT will loan \$477,720 at 1 percent interest to the Macomb County Road Commission. The contract will be in effect from the date of award through ten years. Source of Funds: SIB Loan Funds - \$477,720.
- Purpose/Business Case:** To provide a SIB loan to the Road Commission of Macomb County for the reconstruction of Cass Avenue from M-97 to the bridge over the Clinton River.  
**Benefit:** The road commission, Clinton Township, MDOT, and the federal government will invest approximately \$21,500,000 on construction in this corridor in 2007/2008. This loan will allow the county to construct all segments in a logical manner.  
**Funding Source:** SIB Loan Funds - \$477,720.  
**Commitment Level:** Contract is for a fixed amount.  
**Risk Assessment:** Without this loan at the proposed terms, Clinton Township will be unable to participate, which would put the project and the assembled funds at risk.  
**Cost Reduction:** Loan only covers costs not available from other sources.  
**New Project Identification:** Reconstruction and widening of Cass Avenue from M-97 to the Clinton River Bridge.  
**Zip Code:** 48043.
23. **\*HIGHWAYS - Increase Services and Amount, Extend Term** (Delayed from the April 3, 2007, agenda.)  
Amendatory Contract (2000-1010/A6) between MDOT and The Corradino Group of Michigan, Inc., will provide for the performance of additional services, will increase the contract amount by \$325,747, and will extend the contract term by 17 months to provide sufficient time for the consultant to complete the analysis and data collection for the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The additional services will include the recalculation of a substantial body of the analysis information and related impact data associated with the Preferred Alternative due to the necessity for a new lift forecast (number of projected lifting movements from trucks to trains and vice versa as a measure of capacity) and reduced footprint (area to be occupied) for the Canadian Pacific Railway at the Livernois-Junction Yard. The footprint Canadian Pacific Railway desires to occupy is smaller than that planned for in the Preferred Alternative. The original contract provides for the conduct of the Detroit Intermodal Freight Terminal (DIFT) Feasibility Study (CS 82900 - JN 49860). The revised contract term will be February 5, 2001, through December 1, 2008. The revised contract amount will be \$7,574,141.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** The amendment will provide for the performance of additional work to update the environmental documents to reflect recent changes to the rail yard requested by the participating railroads. The purpose of the DIFT project is to support the economic competitiveness of Southeast Michigan and the state by improving intermodal freight opportunities and efficiencies. The goal of the DIFT project is to develop a regional facility (or facilities) with sufficient capacity to handle current and future intermodal freight shipments for business and industry. The project is projected to promote the economic growth of Michigan while reducing regional truck traffic and air pollution and buffering the intermodal facilities from nearby neighborhoods through improvements to control noise, reduce dust, and enhance the appearance of the areas.

**Benefit:** This amendment will provide for the performance of additional services required to complete the analysis and data collection for the FEIS and the ROD and provide for the development of a regional intermodal facility with sufficient capacity to meet existing and future demand. The completion of the environmental documents for the DIFT and the subsequent federal approval will allow MDOT to move forward into the development and construction phase of the DIFT project. The DIFT project is considered a public/private partnership with the railroads funding approximately 50 percent of the estimated cost and government funding the other 50 percent.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, needed improvements for the planning of the DIFT may not be made.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48209.

24. HIGHWAYS - IDS University Research Services

Authorization Revision (Z10/R1) under Contract (2003-0026) between MDOT and the University of Michigan will extend the authorization term by approximately six months to provide sufficient time for the university to complete the research services. The first half of the project was devoted to the large-scale frame test, in an attempt to reproduce the early age cracking pattern observed in the field, but this test didn't reveal any cracking, which necessitated a change in the research plan and a time extension. The original authorization provides for a study of link slab technology to control early age cracking from the use of engineered cementitious composites. The revised authorization term will be July 25, 2006, through January 31, 2008. The authorization amount remains unchanged at \$87,900.87. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will extend the authorization term by approximately six months to provide sufficient time for the university to complete the research services.

**Benefit:** Could result in a reduction in maintenance costs and enhanced service life for Michigan's bridge decks and beam ends.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, it would be difficult to find a cost-effective solution for early age cracking and leaking joints, which cause a deterioration of Michigan bridges.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision and for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48109.

25. HIGHWAYS - IDS Time Extension (Delayed from the April 3, 2007, agenda.)  
Amendatory Contract (2004-0251/A1) between MDOT and Access Engineering, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1), for which additional time is needed for the completion of the Computer Aided Drafting and Design (CADD) technician services for traffic and safety projects. The original contract provides for engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 21, 2004, through May 20, 2008. The maximum amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
- Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorizations (Z1). No new authorizations will be issued under this contract.  
**Benefit:** Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** Failure to extend the expiration date will allow the contract to expire and will not allow ongoing authorizations issued under it to be extended.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.
26. HIGHWAYS - IDS Time Extension (Delayed from the April 3, 2007, agenda.)  
Amendatory Contract (2004-0283/A1) between MDOT and URS Corporation Great Lakes will extend the term of the indefinite delivery of services (IDS) contract by 18 months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z5). (See following item.) The additional time is needed because the letting for the project was postponed for a year. The original contract provides for engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be June 3, 2004, through December 31, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
- Purpose/Business Case:** To extend the contract term by 18 months to provide sufficient time for the consultant to complete ongoing work under authorization (Z5). No new authorizations will be issued under this contract.  
**Benefit:** Will allow work under authorizations issued under this contract to be completed.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** Failure to extend the contract term will allow the contract to expire and will not allow work under ongoing authorizations issued under it to be completed.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; N/A for original contract.



**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

27. HIGHWAYS - IDS Engineering Services (Delayed from the April 3, 2007, agenda.)  
Authorization (Z5/R2) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will extend the authorization term by 18 months to provide sufficient time for the consultant to complete engineering services for 46.5 miles of freeway signing upgrading plans for I-75 through Oakland County. The additional time is needed because the letting date for the project was postponed for a year. The original authorization provides for the production of traffic and safety alignment base sheets, the conduct of a physical inventory of all signs, and the drafting of signing plans (CSs various - JN 80569C). The revised authorization term will be May 13, 2005, through December 31, 2008. The authorization amount remains unchanged at \$777,592.28. The contract term will be June 3, 2004, through December 31, 2008. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To extend the authorization term by 18 months to provide sufficient time for the consultant to complete the design services.

**Benefit:** Will allow the traffic and safety services under this authorization to be completed.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the consultant may not be able to complete the project work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48328.

28. HIGHWAYS - IDS Engineering Services  
Authorization (Z3) under Contract (2005-0158) between MDOT and Driesenga & Associates, Inc., will provide for as-needed bituminous density inspection and testing services to be performed for various projects within the Cadillac Transportation Service Center (TSC) area, North Region (CS various - JN various). The work items include providing ongoing inspection, material testing and density control, material reports, measurement, computation and documentation of quantities, reporting and record-keeping, and final project review documentation. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$180,833.31. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed bituminous density inspection and testing services to be performed for various projects within the Cadillac TSC service area, North Region (CS various - JN various). The work items include providing ongoing inspection, material testing and density control, material reports, measurement, computation and documentation of quantities, reporting and record-keeping, and final project review documentation.

**Benefit:** Will provide for testing services to be performed that are required by federal law on the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not approved, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49601.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2005-0242) between MDOT and R. S. Scott Associates, Inc., will provide for construction services to be performed for the Superior Region hot mix asphalt (HMA) program at various locations throughout the Superior Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 23, 2008. The authorization amount will be \$241,969.08. The contract term is May 23, 2005, through May 23, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for construction services to be performed for the Superior Region HMA program.

**Benefit:** Will provide for the performance of construction services that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, federal participation may be lost on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49829.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2005-0292) between MDOT and Collins Engineers, Inc., will provide for the performance of underwater safety inspections of all submerged substructure elements for various bridges located on state trunkline roads in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84915 - JN 891480). The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$114,735.06. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of underwater safety inspections of all submerged substructure elements for various bridges located on state trunkline roads in accordance with the requirements of the NBIS.

**Benefit:** Will provide for adequate safety inspection as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for underwater safety inspection of submerged substructure elements.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this authorization is not approved, the project may not have adequate safety inspection, which could result in bridge deterioration and failure. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49022.

31. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)

Authorization Revision (Z7/R1) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$64,715.88. The additional services will include extending the project limits to connect a proposed three-lane section (center left-turn lane and two through lanes) to an existing five-lane section (center left-turn lane and four through lanes) on the west M-37/M-43 junction to the east of the intersection of M-37/M-43 and Cook Road in Barry County. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of this project. The original authorization provides for design services to be performed for the widening of the roadway for the construction of a center left-turn lane from the west M-37/M-43 junction to east of the intersection of M-37/M-43 and Heath/Green Streets, Barry County (CS 08034 - JN 83978C). The authorization term remains unchanged, August 23, 2006, through December 20, 2008. The revised authorization amount will be \$250,289.96. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services, including extending the project limits to connect a proposed three-lane section (center left-turn lane and two through lanes) to an existing five-lane section (center left-turn lane and four through lanes) on the west M-37/M-43 junction to east of the intersection of M-37/M-43 and Cook Road in Barry County.

**Benefit:** Will provide for geometric continuity and provide a safer and more efficient roadway.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the most efficient and safe design possible may not be provided and the strategy to improve the existing system and meet statewide condition goals would be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49058.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0182) between MDOT and Somat Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the University Region. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$148,122.59. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the University Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201.

33. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0189/A1) between MDOT and Tetra Tech of Michigan, PC, will provide for additional design engineering services to be performed for US-24 (Telegraph Road) from 8 Mile Road to Quarton Road in Oakland County and will increase the contract amount by \$290,843.10. The additional work items include design work for up to ten traffic signals, replacement of existing pedestrian ramps with Americans with Disabilities Act (ADA) compliant pedestrian ramps, marked final right-of-way plans, crossover extensions, and surveying services. The original authorization provides for the performance of design services for roadway rehabilitation for a patch and overlay job for eight miles on northbound and southbound US-24. The contract term remains unchanged, May 30, 2006, through June 30, 2008. The revised contract amount will be \$2,315,629.39. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design engineering services to be performed on US-24 (Telegraph Road) from 8 Mile Road to Quarton Road in Oakland County. The additional work items include design work for up to ten traffic signals, replacement of existing pedestrian ramps with ADA compliant pedestrian ramps, marked final right-of-way plans, crossover extensions, and surveying services.

**Benefit:** Will comply with ADA requirements, minimize traffic delays, and provide a safer travel route.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, traffic delays and safety risks will continue and could increase and MDOT will not be in compliance with ADA requirements.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48034.

34. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)

Authorization Revision (Z4/R1) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for the performance of additional and revised design services and will increase the authorization amount by \$37,188.89. The additional and revised services will include additional watermain design and a change from rehabilitation to reconstruction for a portion of the project located on the US-127 business route (BR) from Baldwin Street to Steele Street in Clinton County. The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys; and providing solutions to any problems that may arise during the design of the project. The original authorization provides for design services to be performed for reconstruction and widening of the roadway at the US-127BR and Old 27/State Road, Clinton County (CS 19032 - JN 79780C). The authorization term remains unchanged, September 21, 2006, through April 12, 2009. The revised authorization amount will be \$308,460.96. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional and revised design services, including additional watermain design and a change from rehabilitation to reconstruction for a portion of the project located on the US-127BR from Baldwin Street to Steele Street in Clinton County.

**Benefit:** Will improve the safety of the roadway by improving the condition and ride of the pavement.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the pavement will continue to deteriorate, and the pavement ride and condition will be poor. The strategy to improve the existing system and meet statewide condition goals will be in jeopardy.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48879.

35. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)

Authorization (Z9) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for bridge load rating analysis for approximately 135 bridges to be performed at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through May 2, 2009. The authorization amount will be \$273,549.47. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for bridge load rating analysis on approximately 135 bridges to be performed at various locations statewide in accordance with the NBIS.

**Benefit:** The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used in determining federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

36. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)

Authorization (Z13) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for bridge load rating analysis for approximately 135 bridges to be performed at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$240,308.76. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for bridge load rating analysis for approximately 135 bridges to be performed at various locations statewide in accordance with the NBIS.

**Benefit:** The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used in determining federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

37. \*HIGHWAYS - University Services for Integration of Medical Systems (Delayed from the April 3, 2007, agenda.)

**Retroactive** Contract (2006-0667) between MDOT and the Regents of the University of Michigan will provide for the integration of the Automated Crash Notification (ACN) and medical response systems to improve emergency medical care after automobile crashes (231 days retroactive). The contract will be in effect from September 12, 2006, through September 11, 2011. The contract amount will be \$1,800,000. Source of Funds: Federal Highway Administration Funds - \$1,500,000; University of Michigan Funds - \$300,000.

This contract was previously approved by the State Administrative Board at its November 21, 2006, meeting with a term of date of award through four years. The contract term has been revised, and the contract is retroactive due to the effective date matching the federal grant effective date. MDOT originally planned for the contract to be in effect from the date of award through four years, but the project manager instructed the university to begin work on the federal grant approval date of September 12, 2006. The reprocessing of the contract was delayed because of miscommunications between the project manager and the contract administrator.

**Purpose/Business Case:** To improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology developed by the automobile industry. The objective is to train law enforcement, emergency medical services, and medical personnel to effectively use crash information being sent by the ACN systems.

**Benefit:** Will support MDOT's goal of increasing safety and reducing fatalities. This research will support MDOT's Vehicle Infrastructure Integration program and the Statewide Safety Strategic Plan.

**Funding Source:** Federal Highway Administration Funds - \$1,500,000; University of Michigan Funds - \$300,000.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, MDOT will not be able to improve emergency medical care after automobile crashes by integrating advanced trauma care systems with new ACN technology.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** The University of Michigan Medical Center was specifically identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a recipient of these funds for this project.

**New Project Identification:** This is a new project.

**Zip Code:** 48109.

38. HIGHWAYS - Participation for Local Agency Contract

Contract (2006-5623) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

Development of the design of the use of fly ash concrete and recycled concrete in rigid pavement for Jackson Road from Dino Drive to Honey Creek.

PART B

Evaluation of the use of fly ash concrete and recycled concrete in rigid pavement for Jackson Road from Dino Drive to Honey Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$709,214.40	\$160,785.60	\$ 870,000.00
State Restricted Local Jobs Today Funds	\$173,026.80	\$ 0.00	\$ 173,026.80
Washtenaw County Road Commission Funds	<u>\$ 4,276.80</u>	<u>\$202,696.40</u>	<u>\$ 206,973.20</u>
Total Funds	<u>\$886,518.00</u>	<u>\$363,482.00</u>	<u>\$1,250,000.00</u>

HPSL 81406 – 88066

Research Project

**Purpose/Business Case:** To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

**Benefit:** Will allow the project to move forward and funds from SAFETEA-LU to be expended.

**Funding Source:** Federal High Priority Projects Funds, State Local Jobs Today Funds, and Washtenaw County Road Commission Funds.

**Commitment Level:** 80% federal subject to obligational authority limitation, 20% state up to \$217,500, balance by Washtenaw County Road Commission for Part A; 80% federal subject to obligational authority limitation, 20% Washtenaw County Road Commission for Part B; based on estimate.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48103.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2007-0304) between MDOT and DLZ Michigan, Inc., will provide for as-needed traffic and safety inspection services to be performed in the Southwest Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 23, 2009. The authorization amount will be \$169,968.28. The contract term is October 24, 2006, through October 23, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



**Purpose/Business Case:** To provide for as-needed traffic and safety inspection services to be performed in the Southwest Region.

**Benefit:** These inspection services are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on these construction projects and a reduced quality of work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 84915.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for the performance of full construction engineering services for the milling and single course overlay work, including ramps and shoulders, on I-94 from M-14 to Carpenter Road, Washtenaw County (CS 81062 - JN 87511A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$186,034.90. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the milling and single course overlay work, including ramps and shoulders, on I-94 from M-14 to Carpenter Road, Washtenaw County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48103.

41. \*HIGHWAYS - University Research Services

Contract (2007-0538) between MDOT and the University of Detroit Mercy (UDM) will provide for the development of cost-effective methods of maximizing the current transportation infrastructure, for the development of improved supply chain management through improved inter-modal connectivity, and for the development of affordable alternative sources of energy for vehicles and methods of fuel distribution. UDM will oversee the research program with the assistance of the Michigan-Ohio Transportation University Center (MIOH). MIOH is comprised of five universities from Michigan and Ohio and was created to conduct transportation research for the benefit of Michigan, Ohio, and surrounding states. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$240,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of research services to benefit MDOT, other Michigan transportation agencies, and Michigan shippers and manufacturers. The preliminary strategic plan outlines a process for soliciting proposals in order to provide research and educational grants in three areas: alternative fuels, transportation system efficiency and utilization, and supply chain management.

**Benefit:** Will provide for technological and educational advancement in the areas of alternative fuels, supply chain management, and transportation system efficiency. The research is expected to lead to reduced logistical costs for a number of Michigan shippers and manufacturers, which could increase productivity and income for the state. Additionally, MDOT anticipates that the research findings will expand the market for alternative fuels produced in Michigan.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this contract could result in the loss of funding from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the possible forfeiture of cost savings from the research findings.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A (SAFETEA-LU earmark).

**New Project Identification:** This is a new project.

**Zip Code:** 48221.

42. HIGHWAYS - Memorandum of Understanding for Enhancement Work (Delayed from the April 3, 2007, agenda.)

Contract (2007-5015) between MDOT and the Michigan Department of History, Arts, and Libraries (HAL) will provide for participation in the following Transportation Enhancement improvements:

Fabrication of interpretive signs and exhibits for future installation along the Great Lakes Maritime Heritage Trail along the east bank of the Thunder Bay River between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue in the city of Alpena.

Estimated Funds:

Federal Highway Administration Funds	\$64,000
State Restricted Trunkline Funds	\$16,000
Michigan Department of History, Arts, and Libraries Funds	\$ 0
Total Funds	<u>\$80,000</u>

STE 84912 – 88085; Alpena County  
Letting by HAL

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Will provide information for visitors.

**Funding Source:** Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

**Commitment Level:** 80% federal and 20% state, based on estimate.

**Risk Assessment:** Contract required in order for HAL to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Fabrication of new signing.

**Zip Code:** 49707.

43. HIGHWAYS - Participation for Local Agency Contract (Delayed from the April 3, 2007, agenda.)

Contract (2007-5052) between MDOT and the Barry County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of early preliminary engineering (EPE) and preliminary engineering (PE) activities for proposed construction and reconstruction work along Finkbeiner Road from Patterson Avenue to Whitneyville Road.

Estimated Funds:

Federal Highway Administration Funds	\$632,000
State Restricted Local Jobs Today Funds	\$158,000
Barry County Road Commission Funds	\$ 0
Total Funds	<u>\$790,000</u>

HPSL 08015 - 89077

Early Preliminary Engineering and Preliminary Engineering

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

**Benefit:** Will allow the EPE and PE work to move forward so that the construction and reconstruction work can be completed.

**Funding Source:** Federal High Priority Projects Funds and Local Jobs Today Funds.

**Commitment Level:** 80% federal funds, 20% Local Jobs Today Funds; based on estimate.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Selection:** Qualification-based.

**New Project Identification:** This is a new project.

**Zip Code:** 49333.

44. HIGHWAYS - Participation for Local Agency Construction Contract (Delayed from the April 3, 2007, agenda.)

Contract (2007-5060) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Culvert replacement work at East Shore Road over Section 14 Unnamed Creek, including earth excavation, embankment, aggregate base, guardrail, and hot mix asphalt paving work.

Estimated Funds:

Federal Highway Administration Funds	\$61,000
Gogebic County Road Commission Funds	<u>\$15,200</u>
Total Funds	<u>\$76,200</u>

STL 27057 - 86850

Local Force Account

**Purpose/Business Case:** To improve drainage.

**Benefit:** Will improve drainage and preserve the roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Gogebic County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49947.

45. HIGHWAYS – Railroad Force Account Work

Contract (2007-5077) between MDOT and Ann Arbor Acquisition Corporation (dba Ann Arbor Railroad) will provide for participation in the following improvements:

The repair of damage from various high-load vehicle hits to the railroad bridge over US-23 and the raising of the superstructure by 15 inches in order to increase underclearance for vehicles on US-23 south of Milan.

Estimated Funds:

Federal Highway Administrative Funds	\$ 0.00
State Restricted Trunkline Funds	<u>\$917,026.69</u>
Total Funds	<u>\$917,026.69</u>

M58033-88422A

Railroad Force Account Work

**Purpose/Business Case:** To repair damage to the railroad bridge caused by highway traffic and to increase the underclearance to lessen the likelihood of future damage.

**Benefit:** Increased safety by reducing potential for future damage by vehicles striking the bridge.

**Funding Source:** State Restricted Trunkline Funds.

**Commitment Level:** 100% state funds; based on estimate. State funds were used because of the availability (from last year) of unspent emergency bridge repair funds.

**Risk Assessment:** If this work is not performed, the bridge will continue to experience high-load hits that present a safety hazard to both railroad and highway traffic.

**Cost Reduction:** Improvements are on railroad property, and Ann Arbor Railroad is performing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** N/A.

**Zip Code:** 48160.

46. HIGHWAYS - Participation for Local Agency Construction Contract (Delayed from the April 3, 2007, agenda.)

Contract (2007-5084) between MDOT and the City of Zilwaukee will provide for participation in the following Transportation Enhancement improvements:

Construction of new non-motorized pathway (Phases II, III, and IV) for the Zilwaukee Trail located parallel to and along the south side of Edison Street from Venoy Road easterly to Sherman Street within the Consumers Energy right-of-way and beginning on the north side of the intersection of Westervelt Road and Jones Street, continuing easterly to the Saginaw River, thence southerly to the intersection of Front Street and Johnson Street.

Estimated Funds:

Federal Highway Administration Funds	\$364,860
City of Zilwaukee Funds	<u>\$ 91,215</u>
Total Funds	<u>\$456,075</u>

STE 73112 – 86049; Saginaw County

Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Will provide pedestrian and bicycle facilities.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Zilwaukee Funds.

**Commitment Level:** 80% federal up to \$364,860 and the balance by the City of Zilwaukee; based on estimate.

**Risk Assessment:** Contract required in order for the City to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New pedestrian and bicycle facilities.

**Zip Code:** 48604.

47. HIGHWAYS - Participation for Local Agency Construction Contract (Delayed from the April 3, 2007, agenda.)

Contract (2007-5101) between MDOT and the City of Bangor will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Industrial Park Drive from 60<sup>th</sup> Street northeasterly approximately 600 feet.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$18,200, which is met in part by the \$10,400 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$68,800
City of Bangor Funds	<u>\$10,400</u>
Total Funds	<u>\$79,200</u>

EDA 80522 – 89228; Van Buren County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Bangor Funds.

**Commitment Level:** 87% state up to \$68,800 and the balance by the City of Bangor; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49013.

48. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5128) between MDOT and the City of Warren will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Nine Mile Road from Mound Road to Van Dyke Avenue.

Estimated Funds:

State Restricted TED Funds	\$2,382,130
City of Warren Funds	<u>\$ 595,570</u>
Total Funds	<u>\$2,977,700</u>

EDA 50522 – 89225; Macomb County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Warren Funds.

**Commitment Level:** 80% state up to \$2,382,130 and the balance by the City of Warren; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48091.

49. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5136) between MDOT and the Ottawa County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

PART A

Reconstruction work along Lakewood Boulevard from approximately 250 feet west of Roost Avenue to approximately 550 feet east of Roost Avenue and along Roost Avenue from Lakewood Boulevard to approximately 345 feet east of Scotts Drive, including earthwork, storm sewer, concrete curb and gutter, hot mix asphalt paving, and pavement marking work.

PART B

Railroad upgrading work at the at-grade crossing of the tracks of CSX Transportation, Inc., with Roost Avenue, (National Inventory #235-620-P) in Ottawa County, Michigan.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted TED Funds	\$261,234	\$127,716	\$388,950
Ottawa County Road Commission Funds	<u>\$172,766</u>	<u>\$ 62,384</u>	<u>\$235,150</u>
Total Funds	<u>\$434,000</u>	<u>\$190,100</u>	<u>\$624,100</u>

EDA 70522 – 86534; 90230  
Letting of 5/4/2007 and Railroad Force Account Work

\* Denotes a non-standard contract/amendment

50. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5146) between MDOT and the City of Big Rapids will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along East Maple Street from 3<sup>rd</sup> Street to Bronson Avenue.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Big Rapids Funds	<u>\$118,700</u>
Total Funds	<u>\$493,700</u>

EDF 54566 – 89504; Mecosta County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Big Rapids Funds.

**Commitment Level:** 76% state up to \$375,000 and the balance by the City of Big Rapids; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49307.

51. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5155) between MDOT and the Village of Kalkaska will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work along Highway US-131 (Cedar Street) from Third Street southerly approximately 0.8 miles to Glen's Shopping Center, including landscaping and site furnishings work.

Estimated Funds:

Federal Highway Administration Funds	\$322,356
Village of Kalkaska Funds	<u>\$ 80,589</u>
Total Funds	<u>\$402,945</u>

STE 40011 – 84916; Kalkaska County  
Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Enhancement of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and Village of Kalkaska Funds.

**Commitment Level:** 80% federal up to \$322,356 and the balance by the Village of Kalkaska; based on estimate.

**Risk Assessment:** Contract required in order for the Village to receive these federal funds.

\* Denotes a non-standard contract/amendment



**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New enhancement of existing roadway.

**Zip Code:** 49646.

52.-58. HIGHWAYS – Local Jobs Today Program Loan (Delayed from the April 3, 2007, agenda.)

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal-aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
52.	2007-7024	88399	Delta CRC	County Road 497 from Highway US-2 to the north village limits of Nahma	\$ 307,938
53.	2007-7028	83466	Houghton CRC	Askel Road from County Road P651 to County Road 109A	\$ 320,000
54.	2007-7057	83425	Menominee CRC	County Road 348 from Little Cedar River to County Road 577	\$ 205,800
55.	2007-7068	86463	City of Port Huron	Gratiot Avenue from Krafft Road to Keewahdin Road	\$1,028,000
56.	2007-7109	86326	Village of Pinckney	South Howell Street from the south village limits to Main Street	\$ 477,000
57.	2007-7110	77754	Tuscola CRC	Dodge Road from Shabbona Road to Kelly Road	\$ 760,100
58.	2007-7110	78424	Tuscola CRC	Dodge Road from Kelly Road to Elmwood Road	\$ 290,000

**Purpose/Business Case:** To financially assist in roadway improvements under the LJT program.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

**Risk Assessment:** Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

**Cost Reduction:** Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadways.

**Zip Code:** 48909.

59.-81. HIGHWAYS – Local Jobs Today Program Loan

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for Local Jobs Today matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal-aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. Each loan contract will be in effect from the date of award through September 30, 2009. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
59.	2007-7054	83928	City of Port Huron	7 <sup>th</sup> Street over the Black River	\$2,610,000
60.	2007-7096	87968	Kent CRC	Patterson Avenue from 92 <sup>nd</sup> Street to 100 <sup>th</sup> Street	\$ 523,600
61.	2007-7108	84368	City of Cadillac	Russell Road from Giles Road to River Road	\$ 169,900
62.	2007-7116	89315/ 89316	Sanilac CRC	Todd Road over the Black Creek Drain; Galbraith Line Road over the Black Creek Drain	\$ 297,540
63.	2007-7121	88372	City of Lowell	Gee Drive from Alden Nash Road easterly approximately 1780 feet	\$ 339,200
64.	2007-7123	88360	City of Cadillac	Park Street from River Street to Chapin Street	\$ 344,000
65.	2007-7132	84366	Ottawa CRC	Mercury Drive from Groesbeck Street to 144 <sup>th</sup> Avenue	\$ 711,210
66.	2007-7140	89541	Village of Millington	Caine Road from Main Street to the north village limits	\$ 206,294
67.	2007-7142	83687	Ottawa CRC	72 <sup>nd</sup> Avenue from Port Sheldon Street to Fillmore Street	\$ 230,000
68.	2007-7142	83688	Ottawa CRC	Bauer Road from 72 <sup>nd</sup> Avenue to 56 <sup>th</sup> Avenue	\$ 192,600
69.	2007-7144	86724	Saginaw CRC	Grabowski Road/Chapin Road/Townline Road from Merrill Road to Brennan Road	\$ 615,400
70.	2007-7147	86095	Washtenaw CRC	Carpenter Road from Textile Road to Highway I-94	\$3,241,161

\* Denotes a non-standard contract/amendment

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71.	2007-7147	89408	Washtenaw CRC	Carpenter Road from Highway I-94 to Ellsworth Road	\$ 300,000
72.	2007-7149	83308	City of Jackson	Morrell Street from Hupp Street to Elm Avenue	\$ 546,400
73.	2007-7149	90002	City of Jackson	Morrell Street at the tracks of the Norfolk Southern Railway	\$ 169,735
74.	2007-7151	54515	Alpena CRC	Lacomb Road from Schrader Road to French Road	\$ 573,322
75.	2007-7153	82649	Gratiot CRC	Riverside Drive from McGregor Road to North County Line Road	\$ 828,800
76.	2007-7154	82837	Van Buren CRC	Red Arrow Highway from the east city limits of Hartford to County Road 681	\$ 400,000
77.	2007-7158	90137	City of Muskegon	First Street from Morris Avenue to Clay Avenue, Second Street from Morris Avenue to Clay Avenue, and Jefferson Street from Terrace Street to Clay Avenue	\$1,058,400
78.	2007-7159	35549	Benzie CRC	Platte Road from Highway M-22 to Highway US-31	\$ 330,000
79.	2007-7164	89546	City of St. Louis	Olive Street from Hebron Street to Corinth Avenue	\$ 375,000
80.	2007-7175	82835	Kalamazoo CRC	38 <sup>th</sup> Street from MN Avenue to Climax Drive	\$1,125,200
81.	2007-7178	79316	City of Sault Ste. Marie	West Portage Avenue from approximately 780 feet northeast of West Easterday Avenue to approximately 480 feet southwest of Peck Street	\$1,044,000

**Purpose/Business Case:** To financially assist in roadway improvements under the LJT program.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project which is not currently available.

**Risk Assessment:** Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

**Cost Reduction:** Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadways.

**Zip Code:** 48909.

82. \*HIGHWAYS (Maintenance) - Increase Amount, Update Language  
Amendatory Contract (2006-0166/A1) between MDOT and the Iron County Road Commission will increase the contract amount by \$40,000 and will update the depreciation schedule language to the current standard. The low bid amount exceeded the engineer's estimated cost due to the delay of the construction of the facility. The original contract provides for the construction of a chemical storage facility in Hematite Township, Iron County. The contract term remains unchanged, April 19, 2006, through April 19, 2008. The revised contract amount will be \$340,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To increase the contract amount by \$40,000 and update the depreciation schedule language to the current standard. The original contract provides for the construction of a concrete wall bulk facility chemical storage building with a capacity of approximately 600 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the correct project cost and the current depreciation schedule language.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** If the amendment is not approved, the contract cost will not be corrected and the depreciation schedule language will not be updated. The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Iron County.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49935.

83. \*HIGHWAYS (Maintenance) - Increase Amount, Update Language  
Amendatory Contract (2006-0384/A1) between MDOT and the Village of Ontonagon will increase the contract amount by \$30,000 and will update the depreciation schedule language to the current standard. The low bid amount exceeded the engineer's estimated cost due to the delay of the construction of the facility. The original contract provides for the construction of a chemical storage facility in the village of Ontonagon. The contract term remains unchanged, September 7, 2006, through September 7, 2008. The revised contract amount will be \$305,000. Source of Funds: 85% State Restricted Trunkline Funds and 15% Village of Ontonagon Funds.

**Purpose/Business Case:** To increase the contract amount by \$30,000 and update the depreciation schedule language to the current standard. The original contract provides for the construction of a concrete wall bulk chemical storage facility with a capacity of approximately 500 tons for the storage of bulk chemicals to be used on state trunkline highways and village roads.

**Benefit:** Will provide for the correct project cost and the current depreciation schedule language.

**Funding Source:** 85% State Restricted Trunkline Funds and 15% Village of Ontonagon Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** If the amendment is not approved, the contract cost will not be corrected and the depreciation schedule language will not be updated. The construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads in the village of Ontonagon.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** This is not a new contract.

**Zip Code:** 49953.

84. \*PASSENGER TRANSPORTATION - Increase Services and Amount

Amendatory Contract (2003-0586/A3) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of additional services and will increase the contract amount by \$289,637 in federal funding. The original contract provides for the conduct of a study of potential rail passenger service between Ann Arbor, Michigan, and Detroit, Michigan; the study combines the Ann Arbor to Downtown Detroit Commuter Rail Study and the Detroit to Metro Airport Commuter Rail Study to create the Southeast Michigan Commuter Rail Study. The additional services include the analysis of two additional alternatives for transit service in the Ann Arbor to Detroit Corridor and the development and running of a travel demand model for the two additional alternatives. The results of the analysis will be used in discussions with the National Railroad Passenger Corporation (Amtrak) on the design and implementation of a demonstration project. The contract term remains unchanged, November 19, 2003, through September 30, 2007. The revised contract amount will be \$3,798,637. Toll credits in the amount of \$57,928 will be allocated as match for the cost of the analysis of the two additional alternatives. Source of Funds: Federal Highway Administration (FHWA) Funds - \$3,096,837; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

**Purpose/Business Case:** To provide for the analysis of two additional alternatives for transit service on the Ann Arbor to Detroit Corridor and the development and running of a travel demand model for the two additional alternatives.

**Benefit:** The results of the analysis will be used in discussions with Amtrak on the design and implementation of a demonstration project.

**Funding Source:** FHWA Funds - \$3,096,837; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

**Commitment Level:** This contract is based on cost estimates.

**Risk Assessment:** If this amendment is not approved, SEMCOG will not be able to develop a demonstration project.

**Cost Reduction:** The additional work outlined in this amendment will lead to a demonstration project and possible additional federal funds.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

85. \*PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2006-0487) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$6,469,013 in federal funds to the state for the purchase of transit vehicles and equipment and for the construction and/or renovation of transit facilities for 32 eligible transit agencies participating in the FY 2006 Federal Section 5309 Capital Discretionary Program. State matching funds in the amount of \$1,467,331 will be provided, for a total grant amount of \$7,936,344. Toll credits in the amount of \$119,938 will also be allocated as match. The grant will be in effect from March 30, 2007, through three years. The grant may be retroactive due to the effective date matching the federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$6,469,013; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,467,331.

**Purpose/Business Case:** To provide federal funding and state matching funding for the purchase of transit vehicles and equipment and for the construction and/or renovation of transit facilities for 32 eligible transit agencies participating in the FY 2006 Federal Section 5309 Capital Discretionary Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$6,469,013; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,467,331.

**Commitment Level:** Grant amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

86. \*PASSENGER TRANSPORTATION - Section 5311 Operating Revenue Grant

Amendatory Contract (2007-0331/A1) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide additional funding of \$83,165 for the FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Program under Federal Grant MI-18-X041. The revised grant amount will be \$12,472,268 (including \$272,125 for program administration and \$197,214 in Rural Transit Assistance Program funds). The grant term remains unchanged, October 1, 2006, through September 30, 2007. Source of Funds: FTA Funds - \$12,472,268.

**Purpose/Business Case:** To provide for \$83,165 in additional funding to the FY 2007 Section 5311 Operating Assistance Program under Federal Grant MI-18-X041.

**Benefit:** Increased public safety through improved transportation services.

**Funding Source:** FTA Funds - \$12,472,268.

**Commitment Level:** Grant amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this grant amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

87. PASSENGER TRANSPORTATION - Section 5316 Program (Delayed from the April 17, 2007, agenda.)

Project Authorization (Z1) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA) will provide 100 percent federal funds under the FY 2006 Federal Section 5316 Job Access and Reverse Commute Program grant to MPTA for the conduct of training and outreach programs in FY 2007 and FY 2008 to assist transit providers in complying with a new federal requirement for the development of local coordinated plans. The plans must meet the public transportation needs of older adults, individuals with disabilities, and individuals with low incomes. The effective date of the authorization will be the effective date of the federal grant, and the authorization will be in effect for two years. The project authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$158,475.

**Purpose/Business Case:** To provide FY 2006 Federal Section 5316 Job Access and Reverse Commute Program grant funds to MPTA to conduct training and outreach programs for FY 2007 and FY 2008 to assist transit providers in complying with a new federal requirement for the development of local coordinated plans.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds - \$158,475.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** If this authorization is not approved, federal funds may be lost and needed transit service may not be provided.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

88. PASSENGER TRANSPORTATION - Section 5304 Program (Delayed from the April 17, 2007, agenda.)

Project Authorization (Z2) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in East Lansing, will provide federal funds and state matching funds under MDOT's FY 2005 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the state of Michigan; frontline training for drivers, dispatchers, and supervisors; a vehicle and equipment seminar that provides training for maintenance staff; and a bus rodeo that showcases small bus drivers' driving skills and knowledge. The authorization will be in effect from the date of award through one year. The authorization amount will be \$65,407. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$52,326; MPTA Funds - \$13,081.

**Purpose/Business Case:** To provide funding under MDOT's FY 2005 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the state of Michigan; frontline training for drivers, dispatchers, and supervisors; a vehicle and equipment seminar that provides training for maintenance staff; and a bus rodeo that showcases small bus drivers' driving skills and knowledge.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds - \$52,326; MPTA Funds - \$13,081.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

89. TRANSPORTATION PLANNING - Technical Assistance for Woodward Avenue Heritage Route Development (Delayed from the April 17, 2007, agenda.)

Authorization (Z6) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the development of marketing and educational tools for the Woodward Avenue Heritage Route project. The deliverables will include a marketing strategy, an audio tour, and website development. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$197,500. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

**Purpose/Business Case:** To provide for the development of marketing and educational tools for the Woodward Avenue Heritage Route (M-2) project.

**Benefit:** Will provide state of the art, professional, impartial corridor planning practices and project implementation services for the continuing development of the Woodward Avenue Heritage Route.

**Funding Source:** 100% FHWA Funds (National Byways Discretionary Funds).

**Commitment Level:** Fixed costs as estimated based on the award of federal merit-based discretionary funds.

**Risk Assessment:** MDOT could lose FHWA discretionary funds.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

**Selection:** N/A for authorization; best/sole source for indefinite delivery of services contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48073.

90. TRANSPORTATION PLANNING - Technical Assistance for Woodward Avenue Heritage Route Development (Delayed from the April 17, 2007, agenda.)

Authorization (Z7) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for project coordination for the Woodward Avenue Heritage Route project, including project management, organizational administration, volunteer development, and the development of an intrinsic resource recognition program. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$77,500. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

**Purpose/Business Case:** To provide for project coordination for the Woodward Avenue Heritage Route project, including project management, organizational administration, volunteer development, and the development of an intrinsic resource recognition program.

**Benefit:** Will provide state of the art, professional, impartial corridor planning practices and project implementation services for the continuing development of the Woodward Avenue Heritage Route.

**Funding Source:** 100% FHWA Funds (National Byways Discretionary Funds).

**Commitment Level:** Fixed costs as estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** MDOT could lose FHWA discretionary funds.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

**Selection:** N/A for authorization; best/sole source for indefinite delivery of services contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48073.

91. \*TRANSPORTATION PLANNING - Access Management Plan (Delayed from the April 3, 2007, agenda.)

Contract (2007-0493) between MDOT and LSL Planning, Inc., will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for the I-94 business loop (BL)/US-23 business route (BR)/M-17/US-12BR corridor in Washtenaw County. The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$84,981.35. Source of Funds: Federal Highway Administration Funds - \$67,985.08; State Restricted Trunkline Funds - \$16,996.27.

**Purpose/Business Case:** To provide for the development of a corridor access management plan and the drafting of ordinances for the I-94BL/US-23BR/M-17/US-12BR corridor in Washtenaw County.

**Benefit:** Will provide for the development of a corridor access management plan to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

**Funding Source:** Federal Highway Administration Funds - \$67,985.08; State Restricted Trunkline Funds - \$16,996.27. The funding is coming from State Planning and Research Funds that have been specifically designated for access management studies.

\* Denotes a non-standard contract/amendment



**Commitment Level:** This is a cost plus fixed fee contract.

**Risk Assessment:** The risks of not performing the study are not relieving congestion on a congested highway and increased safety concerns due to the unplanned proliferation of commercial drives and development.

**Selection:** Qualifications-based.

**Cost Reduction:** Costs in professional services contracts are based on actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new study.

**Zip Code:** 48103, 48104, 48197, 48198, 48188, and 48111.

### **SUBCONTRACTS**

92.	<b>Niewoonder and Sons, Inc. 2319 North Drake Kalamazoo, MI 49006</b>	<b>Low Bid:</b>	<b>\$ 139,353.09</b>
		<b>2 Year Optional Extension:</b>	<b>\$ 139,353.09</b>
		<b>Engineer's Estimate:</b>	<b>\$ 141,295.00</b>
		<b>Over/Under:</b>	<b>-1.4%</b>

#### **Description of Work: Mowing (Delayed from the April 3, 2007, agenda.)**

Approval is requested to authorize the Calhoun County Road Commission to award a two-year subcontract with an option for a two-year extension for roadside mowing on various trunklines in Calhoun County. The project was advertised, and three bids were received. The lowest bid was rejected because of documented poor past performance. The second lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on various trunklines in Calhoun County.

**Benefit:** Safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

**Cost Reduction:** The project was competitively bid and advertised; the second lowest bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49006.

93.	<b>Andy's Tree Service</b>	<b>Amount Not to Exceed:</b>	<b>\$ 60,000</b>
	<b>1622 Barnes Road</b>	<b>Annual Maximum 2007</b>	<b>\$ 20,000</b>
	<b>Muskegon, MI 49442</b>	<b>Annual Maximum 2008</b>	<b>\$ 20,000</b>
		<b>Annual Maximum 2009</b>	<b>\$ 20,000</b>

**Description of Work: Tree Removal (Delayed from the April 3, 2007, agenda.)**

Approval is requested to authorize the Muskegon County Road Commission to award a three-year subcontract for tree removal, stump removal, and stump grinding on various trunklines in Muskegon County. This project has unknown quantities because services are to be performed for both emergency and non-emergency situations. Costs are based on a set per unit cost based on type of service and equipment required and remain fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bid per unit cost based on type of service and equipment was selected. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for tree removal, stump removal, and stump grinding on various trunklines in Muskegon County.

**Benefit:** The subcontract will provide for safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49442.

94.	<b>Pollution Control Services</b>	<b>Low Bid:</b>	<b>\$34,760.00</b>
	<b>P.O. Box 490</b>	<b>1<sup>st</sup> Optional Year:</b>	<b>\$18,216.00</b>
	<b>Kalkaska, MI 49646</b>	<b>2<sup>nd</sup> Optional Year:</b>	<b>\$18,216.00</b>
		<b>Engineer's Estimate:</b>	<b>\$34,957.50</b>
		<b>Annual Maximum 2007</b>	<b>\$16,544.00</b>
		<b>Annual Maximum 2008</b>	<b>\$18,216.00</b>
		<b>Over/Under:</b>	<b>-.6%</b>

**Description of Work: Catch Basin Cleaning (Delayed from the April 3, 2007, agenda.)**

Approval is requested to authorize the Muskegon County Road Commission to award a two-year subcontract with the option for two one-year extensions for the cleaning of drainage structures (catch basins) and the pumping of storm water at various locations on state trunklines in Muskegon County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the flushing and vacuuming of water and debris from various catch basins in Muskegon County to allow for proper drainage.

**Benefit:** Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the work is not performed, the catch basins and tiles could become plugged, which could result in drainage backups onto trunklines. The backup of storm water runoff could lead to potential road flooding and costly future repairs. This could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49646.

95.	<b>C &amp; H Mowing, Inc.</b>	<b>Amount Not to Exceed:</b>	<b>\$ 33,713.60</b>
	<b>918 S. 250 W.</b>	<b>Annual Maximum 2007</b>	<b>\$ 16,856.80</b>
	<b>Hebron, IN 46341</b>	<b>Annual Maximum 2008</b>	<b>\$ 16,856.80</b>

**Description of Work: Mowing (Delayed from the April 17, 2007, agenda.)**

Approval is requested to authorize the Hillsdale County Road Commission to award a two-year subcontract for roadside mowing on various trunklines in Hillsdale County. Costs are based on a set per unit cost per acre that remains fixed throughout the term of the contract. MDOT has found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 1, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for roadside mowing on various trunklines in Hillsdale County.

**Benefit:** Safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 46341.

96. **Asphalt Concrete Services** **Amount not to exceed:** **\$ 150,000**  
**2715 South Huron Road**  
**Kawkawlin, MI 48631**

**Description of Work: HMA Repair**

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for hot mastic asphalt (HMA) repairs of joints and potholes on M-66 in Ionia County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for HMA repairs of joints and potholes on M-66 in Ionia County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48631.

97. **Omans Contracting** **Low Bid:** **\$219,305.60**  
**14621 Apple Avenue** **Engineer's Estimate:** **\$265,000.00**  
**Ravenna, MI 49451** **Over/Under:** **- 17.2%**

**Description of Work: Asphalt Overlay**

Approval is requested to authorize the Oceana County Road Commission to award a subcontract for asphalt overlay on Old US-31 in Oceana County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for asphalt overlay on Old US-31 in Oceana County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49451.

## **BID LETTING**

### **STATE PROJECTS**

98. LETTING OF APRIL 06, 2007  
PROPOSAL 0704076  
PROJECT STH 82101-80373  
LOCAL AGRMT.  
START DATE - JUNE 04, 2007  
COMPLETION DATE - SEPTEMBER 19, 2007

ENG. EST.  
\$ 722,882.93

LOW BID  
\$ 843,932.31

% OVER/UNDER EST.  
16.75 %

0.49 mi of safety improvements including widening for left turn lane, hot mix asphalt resurfacing, cleaning ditches and drainage structures, leads and shoulder upgrades on Old M-14 (Ann Arbor Road) at Ridge Road, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 843,932.31</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$ 870,690.23	Same	2
Peter A. Basile Sons, Inc.	\$ 889,888.59	Same	3
Cadillac Asphalt, LLC.	\$ 914,303.54	Same	4

4 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

80373A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48170.



100. LETTING OF APRIL 06, 2007  
 PROPOSAL 0704084  
 PROJECT M 38101-M60740  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.  
 \$ 216,073.50

LOW BID  
 \$ 373,470.00

% OVER/UNDER EST.  
 72.84 %

Substructure concrete patching and sealing on I-94 over the  
 Norfolk Southern Railroad and the Grand River, Jackson  
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 373,470.00</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 380,290.00	Same	2
Structural Group, Inc.	\$ 526,794.00	Same	3
C.A. Hull Co., Inc.	\$ 714,650.00	Same	4
Anlaan Corporation	\$ 836,380.00	Same	5
L.W. Lamb, Inc.			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60740

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49201.

## LOCAL PROJECTS

101.	LETTING OF APRIL 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0704013	\$ 2,599,683.40	\$ <b>2,323,283.95</b>
	PROJECT STH 81609-86104, ETC		
	LOCAL AGRMT. 07-5085		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 26, 2007		-10.63 %

0.30 mi of intersection reconstruction consisting of hot mix asphalt removal, paving, concrete curb and gutter, storm sewer construction and bridge painting on Geddes Road at South Huron Parkway and on South Huron Parkway from Geddes Road northerly to Fuller Road in the city of Ann Arbor, Washtenaw County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Atsalis Bros. Painting Co.</b>	<b>\$ 2,323,283.95</b>	<b>Same</b>	<b>1 **</b>
Icarus Industrial Painting & Cont.	\$ 1,725,843.45	Same	WD
Venus Painting	\$ 2,356,328.07	Same	2
Seaway Painting L.L.C.	\$ 2,784,520.79	Same	3
Three Star Painting, Inc.			

## 4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## Source of Funds:

86104A		
City of Ann Arbor		23.07 %
Federal Highway Administration Funds		76.93 %
89239A		
City of Ann Arbor		19.99 %
Federal Highway Administration Funds		80.01 %

**Selection:** Low bid.

**Zip Code:** 48104.



## AERONAUTICS AND FREIGHT (FREIGHT) PROJECTS

102. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703057  
 PROJECT AO 22006-87970-3  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2007

ENG. EST. \$ 715,000.00  
 LOW BID \$ 868,107.00  
 % OVER/UNDER EST. 21.41 %

Rehabilitation of 10 railroad grade crossings along with related track approach work and tie butt pile removal, Iron and Dickinson Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Holubar Construction Company, Inc.</b>	<b>\$ 868,107.00</b>	<b>Same</b>	<b>1 **</b>
Armond Cassil Railroad Construction	\$ 1,265,886.00	Same	2

2 Bidders

**Purpose/Business Case:** This project rehabilitates the railroad crossings and the railroad track within Iron Mountain.

**Benefit:** The crossing rehabilitation improves crossing safety for both vehicular and train traffic. The track rehabilitation improves the track condition, safety and efficiency for train operations.

**Funding Source:**

87970A

State Restricted Trunkline Funds 100 %

**Commitment Level:** Costs are not fixed, but are based on unit prices.

**Risk Assessment:** Failure to authorize the work will result in continued rough crossing surfaces, operating trains over poor track conditions, and the loss of an opportunity to improve safety and operational efficiency.

**Cost Reduction:** Competitive bids are taken.

**New Project Identification:** Rehabilitation of existing crossings and tracks.

**Selection:** Low bid.

**Zip Code:** 49801.

### EXTRAS

#### 103. Extra 2007 - 61

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$13,858,709.31	

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning, and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,066,987.14	+ 6.68%
Total of Extras/Adjustments (Approved to Date):	2,892,791.51	+ 18.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>14,478.00</u></b>	<b><u>+ 0.09%</u></b>
<b>Revised Total</b>	<b><u>\$19,958,369.19</u></b>	<b>24.87%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.78% over the original budget for an **Authorized to Date Amount** of \$19,943,891.19.

Approval of this extra will place the authorized status of the contract 24.87% or \$3,974,256.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-27	15 r. 2	\$400,000.00	03/01/05
2005-56	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005-58	18	\$6,196.68	06/07/05
2005-69	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005-130	32 r. 1	\$192,011.53	11/01/05
2006-005	27 r. 1	\$265,051.44	02/07/06
2006-066	30, 36 r. 2, 38 r. 1	\$996,188.11	06/06/06
2006-081	39	\$28,475.95	07/05/06
2006-130	43	\$23,049.80	09/05/06

Contract Modification Number(s): 48

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Contractor Staking Adjustment	<u>\$14,478.00</u>
<b>Total</b>	<b><u>\$14,478.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Section 104.08.J of the 2003 Standard Specifications for Construction requires MDOT to adjust the pay item contractor staking when the final amount of the contract is above or below the original bid amount by 5 percent. Therefore, the cost for Contractor Staking Adjustment was determined to be a contract mandated extra cost, as outlined in Section 104.08.J of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 26, 2007, meeting, and is now recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** This extra item was essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the cost associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48201, 48202, 48208.

**104. Extra 2007- 62**

Control Section/Job Number:	63101-54301	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth & Clark, Inc.	
Engineer's Estimate:	\$17,951,174.95	

**Description of Project:**

2,047 meters of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 meters of reconstruction of American Drive, 288 meters of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 meters of bridge reconstruction, widening, and approach work on I-696/M-10 at the Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1,537 meters of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$14,602,245.67	
Total of Overruns/Changes (Approved to Date):	566,205.10	+ 3.88%
Total of Extras/Adjustments (Approved to Date):	1,599,795.94	+ 10.96%
Total of Negative Adjustments (Approved to Date):	(1,200.00)	- 0.01%
<b>THIS REQUEST</b>	<b><u>39,409.01</u></b>	<b><u>+ 0.27%</u></b>
<b>Revised Total</b>	<b><u>\$16,806,455.72</u></b>	<b>+ 15.10%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.83% over the original budget for an **Authorized to Date Amount** of \$16,767,046.71.

Approval of this extra will place the authorized status of the contract 15.10% or \$2,204,210.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-104	2	\$1,409,780.04	08/01/06
2007-032	3, 5 r.1, 6 r.1, 7, 8 r.1, 9, 10, 11, 12 r.1, 13, 14	\$166,690.90	03/06/07

Contract Modification Number(s): 15, 16, 17 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 15

Road Maintenance – Pot Hole Patching		\$610.00
Sewer, Ductile iron, 600mm	25.000 m @ \$184.00/m	4,600.00
Luminaire & Arm, 20' Arm, Wood Pole	5.000 Ea @ \$336.00/Ea	1,680.00
Overhead, #1/0 Aluminum Triplex		
W/#1/0 ACSR Neutral	635.200 m @ \$14.64/m	9,299.33
Wood Pole, Cl 4, 13720 mm	10.000 Ea @ \$346.50/Ea	3,465.00
Sec Cable, 600V, 1, 2-2/C #12	91.440 m @ \$5.09/m	465.43
Guardrail Anch, Bridge, Det T2	4.000 Ea @ \$1,680.00/Ea	6,720.00
Joint, Contraction, Crg	73.200 m @ \$27.56/m	2,017.39
Joint, Tied, Trg	37.520 m @ \$17.22/m	646.09
Shoulder Gutter, Conc, Det 2	1.000 Ea @ \$400.00/Ea	400.00
Wood Pole, Fit Up, Mult Ltg Cable Pole	1.000 Ea @ \$477.75/Ea	<u>477.75</u>
Total		<u>\$30,380.99</u>

#### CM 16

Saw Cutting – Modified	<u>\$908.25</u>
Total	<u>\$908.25</u>

**CM 17**

Fen, 1800 Chain Link,

W/3 Barbed Wire-Modified

129.440 m @ \$62.73/m

\$8,119.77

Total

\$8,119.77**Grand Total****\$39,409.01****Reason(s) for Extra(s)/Adjustment(s):****CM 15**

To maintain traffic throughout the project, the contractor was directed to perform maintenance (pothole patching) until the proposed roadway was completed. The extra cost for Road Maintenance - Pot Hole Patching, is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The proposed 600 mm reinforced concrete pipe (RCP) would not fit through the 900 mm steel casing pipe that was jack and bored under eastbound I-696 at station 2+630 (west of Franklin Bridge). The contractor was directed to use ductile iron 600 mm pipe in lieu of the RCP. The extra cost for Sewer, Ductile iron, 600 mm was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index for similar work. The cost will be completely offset on a future contract modification by a reduction of original items totaling \$4,846.50.

To provide temporary lighting at the exit to American Drive from eastbound I-696, luminaries with arms were needed. The Triplex wire was used to bring power to the luminaries, and the wood poles were used to hold the luminaries and bring in power. The extra cost for Luminaire & Arm, 20' Arm, Wood Pole; Overhead, #1/0 Aluminum Triplex W/#1/0 ACSR Neutral, and Wood Pole, Cl 4, 13720 mm was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with the original bid items and MDOT's Average Unit Price Index for similar work.

The pedestrian signals for the intersection of Franklin Road and American Drive were originally set up to be mounted on a new strain pole. Due to numerous existing utilities at the proposed strain pole location, the strain pole was moved back until a location was found without a utility conflict. Due to this change, the pedestrian signal would not have been visible if attached to the strain pole. The contractor was directed to supply and install a foundation and base for the pedestrian signal. This work was covered on contract modification 8. This new item will now cover the cost of the wire for the new pedestrian signals. The extra cost for Sec Cable, 600V, 1, 2-2/C #12 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

At the Franklin Bridge over I-696 the plans called for Guardrail Anchorage - Detail T5, which was incorrect for the barrier wall that was placed on the bridge. The contractor was directed to install a Detail T2, which is the correct detail for the type of barrier wall used on the bridge. The extra cost for Guardrail Anch, Bridge, Det T2 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index. The cost will be offset on a future contract modification by a reduction of original items totaling \$6,000.

Numerous areas included on the plans had new concrete pavement tying into existing pavement (American Drive and Franklin Road), and a pavement patch where the box culvert crossed I-696. The plans did not indicate the joints to be used to tie the new concrete into the old concrete. The contractor was directed to install the proper joints where the new concrete ties into the old concrete. The extra cost for Joint, Contraction, Crg and Joint, Tied, Trg was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

To control soil erosion the contractor was directed to place a spillway at the end of the shoulder gutter on the entrance ramp from Franklin Road to westbound I-696. The extra cost for Shoulder Gutter, Conc, Det 2 was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The plans did not detail how to connect the power to the proposed freeway lighting at Ramp A, just east of Franklin Drive. The contractor was directed to use a wood pole near Franklin Drive and provide the necessary items to connect the power to the proposed lighting. The extra cost for Wood Pole, Fit Up, Mult Ltg Cable Pole was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

#### **CM 16**

Due to a change in the electrical plans, all four quadrants of the Franklin and Beck Roads intersection require ADA sidewalk ramps. In lieu of removing existing curb and gutter and pouring new curb and gutter, the contractor was directed to saw cut horizontally the proper sidewalk ramp tapered curb. The extra cost for Saw Cutting - Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

#### **CM 17**

The chain link fence that separates the right-of-way and the property owned by the Road Commission of Oakland County was set up to be replaced. The original fence was 1800 mm chain link with a 3 strand barbed wire; the proposed fence was 1500 mm chain link without barbed wire. The county requested that the fence be replaced in-kind. The contractor was directed to install 1800 mm chain link fencing with 3 strand barbed wire. This item was originally set up on contract modification 8 and now represents the amount placed to date on the project. The extra cost for Fen, 1800 Chain Link,W/3 Barbed Wire-Modified was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index. At the completion of the project, there will be an offsetting amount based on the actual amount of 1500 mm chain link fence installed.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 26, 2007, meeting, and are now recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 75.32%; State Restricted Trunkline, 16.57%; City of Southfield, 8.01%; SBC Communications, 0.10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 48037.

105. **Extra 2007 - 63**

Control Section/Job Number: 63081-45715 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: CH2M Hill Michigan, Inc.  
Engineer's Estimate: \$26,681,037.97

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, Michigan Intelligent Transportation System (MITS), signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the City of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(189,077.33)	- 0.72%
Total of Extras/Adjustments (Approved to Date):	2,738,644.87	+ 10.39%
Total of Negative Adjustments (Approved to Date):	(3,600.00)	- 0.01%
<b>THIS REQUEST</b>	<b><u>3,009.17</u></b>	<b><u>+ 0.01%</u></b>
<b>Revised Total</b>	<b><u>\$28,907,367.78</u></b>	<b>+ 9.67%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.66% over the original budget for an **Authorized to Date Amount** of \$28,904,358.61.

Approval of this extra will place the authorized status of the contract 9.67% or \$2,548,976.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06
2006-145	6 r. 1, 8	\$868,788.50	11/07/06
2006-171	7 r. 1	\$20,615.94	12/19/06
2007-14	10, 11	\$76,442.77	02/06/07
2007-47	13, 14	\$51,995.28	04/03/07

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Fence, Chain Link, 48 inch – Modified (Fabric, Tensile Wire & Caps)	571.00 Ft @ \$5.27/Ft	<u>\$3,009.17</u>
<b>Total</b>		<b><u>\$3,009.17</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

This item was originally set up on contract modification 10 and is now being increased to match the quantities placed to date. The existing fence posts were in an acceptable condition and in a very difficult location (behind guardrail and on a very steep slope). The contractor was directed to leave the existing posts and erect only the tensile wire and chain link fabric. The extra cost for Fence, Chain Link, 48 inch – Modified (Fabric, Tensile Wire & Caps) was a negotiated unit price, as per section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar work. The original item will be reduced on a future contract modification when the final quantity is completed.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 26, 2007, meeting, and is now recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** The items in this extra were essential to the safe and timely completion of this contract.

**Benefit:** By adding these extra items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The items in this extra were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the cost associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48037.



106. **Extra 2007 - 64**

Control Section/Job Number: 63051-55659 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.  
P.O. Box 87248  
Canton, MI 48188

Designed By: Parsons Brinkerhoff Michigan, Inc.  
Engineer's Estimate: \$14,739,695.81

Description of Project:

8.50 miles of concrete pavement inlay reconstruction, hot mix asphalt cold milling and resurfacing, base repairs, storm sewer structures and cross leads replacement, signing, signals, lighting, and pavement markings on M-1 from Quarton Road/Big Beaver through Wide Track Loop and on M-59 from Pine Street to Mill Street in the cities of Pontiac and Bloomfield Hills, Oakland County. This project includes two 5 year material and workmanship pavement warranties.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$13,665,978.64	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	42,398.71	+ 0.31%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>160,909.00</u></b>	<b><u>+ 1.18%</u></b>
<b>Revised Total</b>	<b><u>\$13,869,286.35</u></b>	<b>+ 1.49%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.31% over the original budget for an **Authorized to Date Amount** of \$13,708,377.35.

Approval of this extra will place the authorized status of the contract 1.49% or \$203,307.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 2 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Aggregate Base, Conditioning	88,900.000 Syd @ \$1.81/Syd	<u>\$160,909.00</u>
<b>Total</b>		<b><u>\$160,909.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

This item was included in the plans to be completed, but the item was not set up for the contractor to bid on. The item is used to shape the existing aggregate base course to the required grade and cross section. The engineer determined that the work was required and directed the contractor to complete the work. The extra cost for Aggregate Base, Conditioning was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** This extra item was essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 16.95%; City of Pontiac, 1.20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the cost associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48342.

107. **Extra 2007 - 65**

Control Section/Job Number: 25019-83863 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Angelo Iafrate Construction Company  
26300 Sherwood  
Warren, MI 48091

Designed By: Rowe, Inc.  
Engineer's Estimate: \$754,689.60

Description of Project:

Bridge removal and replacement along with related approach work on west 12<sup>th</sup> Street at Thread Creek in the City of Flint, Genesee County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 8, 2006	
Original Contract Amount:	\$799,978.10	
Total of Overruns/Changes (Approved to Date):	(22,763.39)	- 2.85%
Total of Extras/Adjustments (Approved to Date):	47,788.15	+ 5.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>9,085.00</u></b>	<b>+ <u>1.14%</u></b>
<b>Revised Total</b>	<b><u>\$834,087.86</u></b>	<b>+ 4.26%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.12% over the original budget for an **Authorized to Date Amount** of \$825,002.86.

Approval of this extra will place the authorized status of the contract 4.26% or \$34,109.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 4**

Drainage Structure, 2' Dia.	4.000 Ea @ \$850.00/Ea	\$3,400.00
Drainage Structure, Rem	5.000 Ea @ \$575.00/Ea	2,875.00
Sewer Bulkhead, 12 inch	2.000 Ea @ \$145.00/Ea	290.00
Sewer, CI III, 12 inch, Tr Det B	21.000 Ft @ \$98.00/Ft	2,058.00
Pavt Mrkg, Ovly Cold Plastic, Dir Ar Sym	2.000 Ea @ \$110.25/Ea	220.50
Pavt Mrkg, Ovly Cold Plastic, Only	2.000 Ea @ \$120.75/Ea	241.50
<b>Total</b>		<b><u>\$9,085.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The existing drainage structures were in the wrong location when the curb was moved back to match the bridge. The contractor was directed to install 4 new drainage structures, remove 5 old drainage structures, bulkhead-off the old sewer line and place new sewer lines to connect to the new drainage structures. The extra cost for Drainage Structure, 2' Dia; Drainage Structure, Rem; Sewer Bulkhead, 12 inch, and Sewer CI III, 12 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The existing pavement markings at 12<sup>th</sup> Street and Grand Traverse were removed to maintain traffic; this was not included on the plans. The engineer directed the contractor to place the left turn arrow and "Only" to recreate the left turn lane. The extra cost for Pavt Mrkg, Ovly Cold Plastic, Dir Ar Sym and Pavt Mrkg, Ovly Cold Plastic, Only was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extra items are recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 94.82%, City of Flint 5.18%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48502.

108. **Extra 2007 - 66**

Control Section/Job Number: 33084-83064 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.  
1326 142<sup>nd</sup> Avenue  
Wayland, MI 48348

Designed By: MDOT  
Engineer's Estimate: \$628,552.64

Description of Project:

Joint replacement, epoxy overlay, substructure, deck fascia and railing patching, concrete surface coating, and deck crack seal on 6 bridge locations on I-96 from Washington Avenue to Sycamore Creek in the city of Lansing, Ingham County.

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	November 8, 2005	
Original Contract Amount:	\$635,822.95	
Total of Overruns/Changes (Approved to Date):	(14,114.91)	- 2.22%
Total of Extras/Adjustments (Approved to Date):	35,420.54	+ 5.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>50,793.06</u></b>	<b><u>+ 7.99%</u></b>
<b>Revised Total</b>	<b><u>\$707,921.64</u></b>	<b>+ 11.34%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.35% over the original budget for an **Authorized to Date Amount** of \$657,128.58.

Approval of this extra will place the authorized status of the contract 11.34% or \$72,098.69 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Extra Fascia Repair Work	\$50,793.06
<b>Total</b>	<b><u>\$50,793.06</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The plans did not clearly indicate that the fascia needed to be repaired. The contractor was directed to hand chip the concrete on the fascia, blast clean the reinforcing steel, form the patch and patch the area with concrete. The extra cost for Extra Fascia Repair Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 26, 2007, meeting, and is recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** This extra item was essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the cost associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48911.

**109. Extra 2007 - 67**

Control Section/Job Number:	25402-74554	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Lois Kay Contracting Co. 3046 Carrollton Road Saginaw, MI 48604	
Designed By:	Rowe, Inc.	
Engineer's Estimate:	\$1,064,842.25	

**Description of Project:**

1.17 miles of road rehabilitation including concrete curb and gutter, concrete sidewalk, hot mix asphalt paving, and pavement markings on Dupont Street from Welch Boulevard to Pasadena Avenue in the City of Flint, Genesee County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 5, 2006	
Original Contract Amount:	\$944,827.07	
Total of Overruns/Changes (Approved to Date):	(78,740.93)	- 8.33%
Total of Extras/Adjustments (Approved to Date):	56,666.05	+ 6.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>57,519.59</u></b>	<b><u>+ 6.09%</u></b>
<b>Revised Total</b>	<b><u>\$980,271.78</u></b>	<b>+ 3.76%</b>

#### **Offset Information**

Total Offsets This Request	(\$7,943.50)	- 0.84%
Net Revised Request	\$49,576.09	+ 5.25%

#### **SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.33% under the original budget for an **Authorized to Date Amount** of \$922,752.19.

Approval of this extra will place the authorized status of the contract 3.76% or \$35,444.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

Contract Modification Number(s): 2 r.2, 4, 5 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

#### **CM 2**

Sidewalk, Conc, 4 inch	3,292.290 Sft @ \$3.81/Sft	\$12,543.62
Sidewalk, Conc, 6 inch	1,305.150 Sft @ \$4.35/Sft	5,677.40
Pavt Mrkg, Polyurea, 24 inch, Stop Bar	444.000 Ft @ \$7.50/Ft	3,330.00
Pavt Mrkg, Polyurea, 6 inch, Crosswalk	1,613.000 Ft @ \$1.85/Ft	2,984.05
Pavt Mrkg, Polyurea, Lt Turn Arrow Sym	17.000 Ea @ \$70.00/Ea	1,190.00
Pavt Mrkg, Polyurea, Only	11.000 Ea @ \$75.00/Ea	825.00
Pavt Mrkg, Polyurea, School	2.000 Ea @ \$175.00/Ea	350.00
Pavt Mrkg, Regular Dry, 4 inch, White	851.000 Ft @ \$0.095/Ft	80.85
Pavt Mrkg, Regular Dry, 4 inch, Yellow	10,933.000 Ft @ \$0.095/Ft	<u>1,038.64</u>
Total		<b><u>\$28,019.56</u></b>

#### **CM 2 Offset Information**

Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk	-1,510.000 Ft @ \$1.85/Ft	(\$2,793.50)
Pavt Mrkg, Ovly Cold Plastic, Only	-8.000 Ea @ \$75.00/Ea	(\$600.00)
Pavt Mrkg, Ovly Cold Plastic, School	-3.000 Ea @ \$175.00/Ea	(\$525.00)
Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar	-378.000 Ft @ \$7.50/Ft	(\$2,835.00)
Pavt Mrkg, Ovly Cold Plastic, Lt Tn Ar Sym	-17.000 Ea @ \$70.00/Ea	<u>(\$1,190.00)</u>
Total		<u>(\$7,943.50)</u>

**Net Revised CM 2 Request** **\$20,076.06**

**CM 4**

Water Service Lead		<u>\$1,500.00</u>
Total		<u>\$1,500.00</u>

**CM 5**

Cold Milling Conc Pavt		
Cold Milling Conc. Pavement	4,050.640 Syd @ \$3.95/Syd	\$16,000.03
Dr Structure, Temp Lowering Drainage		
Structure, Temp. Lowering	48.000 Ea @ \$250.00/Ea	<u>\$12,000.00</u>
Total		<u>\$28,000.03</u>

**Grand Total****\$57,519.59****Reason(s) for Extra(s)/Adjustment(s):****CM 2**

Due to the change in the road grade and in order to match the grade required for the Americans with Disabilities Act (ADA) ramps, the sidewalks adjacent to the ADA ramps needed to be transitioned to the new grade. The contractor was directed to remove the sidewalk and replace it at the proper transition rate. This item was originally set up on contract modification number one and is being increased to reflect the amount placed to date. The extra cost for Sidewalk, Conc, 4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

Due to the change in the road grade and the driveway grades, the sidewalks adjacent to the driveways needed to be transitioned to the new grade. The contractor was directed to remove the sidewalk and replace it at the proper transition rate. This item was originally set up on contract modification number one and is being increased to reflect the amount placed to date. The extra cost for Sidewalk, Conc, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to change the overlay cold plastic pavement markings to sprayable polyurea due to temperature and seasonal limitations. They were also directed to change the sprayable thermoplastic item to a regular dry item, also due to temperature and seasonal limitations. The extra costs for Pavt Mrkg, Polyurea, 24 inch, Stop Bar; Pavt Mrkg, Polyurea, 6 inch, Crosswalk; Pavt Mrkg, Polyurea, Lt Turn Arrow Sym; Pavt Mrkg, Polyurea, Only; Pavt Mrkg, Polyurea, School; Pavt Mrkg, Regular Dry, 4 inch, White; and Pavt Mrkg, Regular Dry, 4 inch, Yellow were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. These items are also offset by a reduction of (\$7,943.50) in original items.

**CM4**

When removing the driveway on the right side of the road at station 112+26, the service lead and curb stop was found damaged. The contractor was directed to remove and replace the service lead and curb stop. The extra cost for Water Service Lead was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.



## CM5

Due to unforeseen field conditions, the milling extended into existing concrete. The contractor was directed to mill to the proper depth into the concrete. The extra cost for Cold Milling Conc Pavt Cold Milling Conc. Pavement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer directed the contractor to adjust the drainage structures from the subgrade in lieu of 6 inches from the proposed surface. The extra cost for Dr Structure, Temp Lowering Drainage Structure, Temp. Lowering was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 26, 2007, meeting, and is now recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; City of Flint, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48504.

### 110. Extra 2007 - 68

Control Section/Job Number:	39405-76303	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hoffman Bros., Inc. 8574 Verona Road Battle Creek, MI 49014	
Designed By:	Paradigm Design, Inc.	
Engineer's Estimate:	\$2,278,867.85	
Description of Project:		

1.09 miles of hot mix asphalt paving, pavement removal, drainage, earthwork, traffic signal, sidewalk, curb and gutter, landscaping, watermain item, pavement marking, and sanitary sewer work on Oakland Drive from Romence Road to West Centre Avenue in the City of Portage, Kalamazoo County.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 3, 2005	
Original Contract Amount:	\$1,831,663.62	
Total of Overruns/Changes (Approved to Date):	125,145.69	+ 6.83%
Total of Extras/Adjustments (Approved to Date):	159,605.25	+ 8.71%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>13,395.01</u></b>	<b><u>+ 0.73%</u></b>
<b>Revised Total</b>	<b><u>\$2,129,809.57</u></b>	<b>+ 16.27%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.54% over the original budget for an **Authorized to Date Amount** of \$2,116,414.56.

Approval of this extra will place the authorized status of the contract 16.27% or \$298,145.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-98	10	\$112,305.31	07/18/06

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

HMA, 5E3, Adjustment	465.680 Ton @ \$8.10/Ton	\$3,772.01
Pavt Mrkg, Type NR, Only Legend, Temp	2.000 Ea @ \$60.00/Ea	120.00
Pavt Mrkg, Type NR, Right Turn Arrow, Temp	2.000 Ea @ \$55.00/Ea	110.00
Pavt Mrkg, Type NR, Tape, 4", White, Temp	188.000 Ft @ \$1.95/Ft	366.60
Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp	1,552.000 Ft @ \$1.95/Ft	3,026.40
Dr Structure, Hand Built, 48 inch dia	4.000 Ea @ \$1,500.00/Ea	<u>6,000.00</u>
<b>Total</b>		<b><u>\$13,395.01</u></b>

#### Reason(s) for Extra(s)/Adjustment(s):

The city requested that the binder in the HMA 5E3 be changed from a 58-22 to a 70-28. The city's past experience indicates that the 70-28 has better durability. The contractor was directed to make this change. This item was originally set up on contract modification 1 and is being increased to reflect the amount placed to date. The extra cost for HMA, 5E3, Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the invoice cost for the 58-22 binder with the invoice cost for the 70-28 binder.

The contractor was directed to place temporary pavement marking crosswalk symbols to enhance safety for the traveling public. These items were originally set up on contract modification 10 and are being increased to reflect the amount placed to date. These markings were necessary at various stages of the project. This extra work is 100 percent funded by the local agency. The extra cost for Pavt Mrkg, Type NR, Only Legend, Temp and Pavt Mrkg, Type NR, Right Turn Arrow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor was directed to change the temporary pavement markings on Oakland Drive south of West Center Avenue from paint to tape. This was requested by the engineer to ease the relocation of the pavement markings for the various traffic control changes. These items were originally set up on contract modification 4 and are being increased to reflect the amount placed to date. These markings were necessary at various stages on the project. This extra work is 100 percent funded by the local agency. The extra cost for Pavt Mrkg, Type NR, Tape, 4", White, Temp and Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. The above items are offset by a \$121.80 decrease in the original items on contract modification 11.

Due to conflicts with an existing gas line, 3 proposed drainage structures needed to be hand built instead of precast. An additional existing structure at the site was in a deteriorated condition and needed to be rebuilt. The contractor was directed to install a hand built drainage structure at each of these locations. The extra cost for Dr Structure, Hand Built, 48 inch dia was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with other bid items on the contract and MDOT's Average Unit Price Index. The above item is offset by a \$1,280.00 decrease in the original item on contract modification 11. The offset on contract modification 11 is for only one drainage structure due to additional original structures being needed at other locations.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its May 1, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; City of Portage, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49002.

111. **Extra 2007 - 69**

Control Section/Job Number: 76023-57078 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.  
3626 Elkhart Road  
P.O. Box 477  
Goshen, IN 46527

Designed By: MDOT  
Engineer's Estimate: \$13,629,844.39

Description of Project:

8.30 miles of concrete pavement repairs, joint and crack repairs, hot mix asphalt cold milling and resurfacing, asphalt stabilized crack relief layer, pavement reconstruction, drainage improvements, interchange ramp improvements, and construction of new carpool lot on I-69 from Shiawassee River east to M-13, Shiawassee County. This project includes two 5 year material and workmanship pavement warranties.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	February 23, 2006	
Original Contract Amount:	\$14,202,447.75	
Total of Overruns/Changes (Approved to Date):	1,325,209.12	+ 9.33%
Total of Extras/Adjustments (Approved to Date):	729,114.26	+ 5.13%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>165,585.00</u></b>	<b><u>+ 1.17%</u></b>
<b>Revised Total</b>	<b><u>\$16,422,356.13</u></b>	<b>+ 15.63%</b>

**Offset Information**

Total Offsets This Request	(\$35,277.00)	- 0.25%
Net Revised Request	\$130,308.00	+ 0.92%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.46% over the original budget for an **Authorized to Date Amount** of \$16,256,771.13.

Approval of this extra will place the authorized status of the contract 15.63% or \$2,219,908.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 28 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 28**

Filler Wall/Barrier Wall

\$165,585.00

**Total**

**\$165,585.00**

**CM 28 Offset Information**

Adhesive Anchoring of Horizontal Bar, 3/4 -228.000 Ea @ \$5.00/Ea (\$1,140.00)

Adhesive Anchoring of Vertical Bar, 3/4" -23.000 Ea @ \$5.00/Ea (\$115.00)

Conc Barrier, Single Face, Type A -120.000 Ft @ \$70.00/Ft (\$8,400.00)

Filler Wall Conc -26.000 Cyd @ \$700.00/Cyd (\$18,200.00)

Reinforcement, Steel, Epoxy Coated -2,474.000 Lb @ \$3.00/Lb (\$7,422.00)

**Total**

**(\$35,277.00)**

**Net Revised CM 28 Request**

**\$130,308.00**

**Reason(s) for Extra(s)/Adjustment(s):**

This project had 10 locations where the change in the grade under the bridges caused the bottom of the existing filler wall to be exposed. At nine of these locations the existing filler wall was in bad shape and was considered to be a safety concern by the engineer. The contractor was directed to remove the existing filler wall and place new filler wall in these nine locations. Also, due to the required underclearance at the bridges, some of the backfill for the bridges was cut into. To hold the backfill in place, barrier wall was placed at either end of the pier (this was shown on the plans at one location). The contractor was directed to complete the additional work and install barrier walls at the other locations and distances directed by the engineer. The extra cost for Filler Wall/Barrier Wall is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its May 1, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 90%; State Restricted Trunkline Funds 10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48429.

112. **Extra 2007 - 70**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: Wade Trim Associates, Inc.  
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the City of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,464,231.45	+ 4.14%
Total of Extras/Adjustments (Approved to Date):	5,917,109.63	+ 9.93%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>33,537.97</u></b>	<b>+ 0.06%</b>
<b>Revised Total</b>	<b><u>\$67,994,969.90</u></b>	<b>+ 14.13%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.07% over the original budget for an **Authorized to Date Amount** of \$67,961,431.93.

Approval of this extra will place the authorized status of the contract 14.13% or \$8,414,879.05 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r.1, 12 r.1, 17 r.3	\$458,943.85	08/03/04
2004-90	42 r.2, 56 r.4	\$1,828,241.86	12/07/04
2005-28	55 r.2, 57 r.1, 60 r.1, 63, 65, 66, 67, 72 r.1, 74	\$1,921,668.55	03/01/05
2005-34	73 r.2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r.1	\$82,393.90	08/02/05
2005-125	52 r.1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r.1, 105, 106	\$499,246.46	02/07/06
2006-023	104 r.1, 109	\$137,364.31	03/07/06
2006-061	111	\$4,107.60	05/16/06
2006-089	110, 112, 115	\$215,799.06	07/05/06
2006-164	142	\$2,267.20	11/07/06
2007-57	145, 146, 148	\$94,446.23	04/03/07

Contract Modification Number(s): 144

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Double Handle Clay and Sewer Spoil	664.000 Cyd @ \$4.80/Cyd	\$3,187.20
Conc Pavt, Misc, Reinf, 9 inch	777.055 Syd @ \$36.75/Syd	28,556.77
Sewer Tap, 36 inch	1.000 Ea @ \$1,794.00/Ea	<u>1,794.00</u>
<b>Total</b>		<b><u>\$33,537.97</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

A soil sample confirmed that the material which was to be excavated from the stage II and III Telegraph Road reconstruction areas contained Arsenic and Selenium in excess of the Michigan Department of Environmental Quality Part 201 Generic Residential Criteria thresholds. MDOT further determined that the amounts detected were not sufficient to require disposal per the Special Provision for Non-Hazardous Contaminated Material Handling and Disposal. The contractor was directed to dispose of the soil in three distinct methods. Two of these methods will be compensated as extras to this contract. The third method will be at the contractor's cost, as they may use the material as granular material on other MDOT projects. This extra work required supplemental Federal Highway Administration (FHWA) concurrence for federal funding participation; the FHWA has concurred with this work. This item was originally set up on contract modification 104 and is now being increased to the actual amount used to date.

The contractor was permitted to leave the acceptable clay and sewer spoil material on site in the median of Telegraph Road, and grade the median as directed to maintain sight distance and geometric clearances. This method required double handling of the soil and the contractor is being compensated for the additional costs. The extra cost for Double Handle Clay and Sewer Spoil was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The original plans did not include reinforcement in the concrete pavement at the intersections. As per the standard plans, the concrete at all intersections will be reinforced regardless of the type of approach pavement. The contractor was directed to place reinforced concrete at the service drive intersections. The extra cost for Conc Pavt, Misc, Reinf, 9 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index. This item was originally set up on contract modification 7 and is now being increased to the actual amount used to date. The original item will be reduced once the project is complete and the final quantity can be determined.

Additional storm sewer work was required to fix a roadway drainage problem. The contractor was directed to place a new catch basin at a roadway low spot and tie the drainage structure into the existing storm sewer. It was discovered that the existing storm sewer was actually 36 inches in diameter and not the previously assumed 24 inches, as noted on the work order. The extra cost for Sewer Tap, 36 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index. This item was originally set up on contract modification 93 and is now being increased to the actual amount used to date.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48223.



## OVERRUNS

### 113. **Overrun 2007 - 10**

Control Section/Job Number: 84916-83519 MDOT  
Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: R. S. Contracting, Inc.  
9276 Marine City Highway  
Casco MI 48064

Designed By: MDOT  
Engineer's Estimate: \$939,697.51

#### Description of Project:

Permanent pavement markings including longitudinal and special markings on various state trunkline routes, in Livingston, Monroe, and Washtenaw Counties.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 6, 2006	
Original Contract Amount:	\$845,000.36	
Total of Overruns/Changes (Approved to Date):	84,500.04	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	140.00	+ 0.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>63,480.00</u></b>	<b>+ <u>7.51%</u></b>
<b>Revised Total</b>	<b><u>\$993,120.40</u></b>	<b>+ 17.53%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.02% over the original budget for an **Authorized to Date Amount** of \$929,640.40.

Approval of this overrun will place the authorized status of the contract 17.53% or \$148,120.04 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Spray Thermopl, 6 inch White	276,000.000 Ft @ \$0.11/Ft	\$30,360.00
Pavt Mrkg, Spray Thermopl, 6 inch Yellow	276,000.000 Ft @ \$0.12/Ft	<u>33,120.00</u>
<b>Total</b>		<b><u>\$63,480.00</u></b>

**Reason(s) for Overrun(s):**

This project was set up to provide permanent pavement markings on various routes in the three counties. As part of the work, the freeways and ramps were also to have the pavement markings completed. Some of the freeway ramps were listed, but the quantity was not included in the log of the project. This caused the increase in quantities of Pavt Mrkg, Spray Thermopl, 6 inch White and Pavt Mrkg, Spray Thermopl, 6 inch Yellow causing an overrun in the original bid items.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 22, 2007 meeting, and is now recommended for approval by the State Administrative Board on April 17, 2007.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48116.

**114. Overrun 2007 – 14**

Control Section/Job Number: 37424-80104 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Millbocker and Sons, Inc.  
1256 29<sup>th</sup> Street  
Allegan, MI 49010

Designed By: Rowe, Inc  
Engineer's Estimate: \$772,344.00

Description of Project:

0.5 miles of widening from 2 to 5 lanes on Broadway Road from west of Leaton Road to Leaton Road, on the Chippewa Tribe Isabella Reservation, Isabella County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 9, 2006	
Original Contract Amount:	\$565,437.22	
Total of Overruns/Changes (Approved to Date):	56,543.72	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	9,431.20	+ 1.67%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,664.00</u></b>	<b>+ <u>0.29%</u></b>
<b>Revised Total</b>	<b><u>\$633,076.14</u></b>	<b>+ 11.96%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.67% over the original budget for an **Authorized to Date Amount** of \$631,412.14.

Approval of this overrun will place the authorized status of the contract 11.96% or \$67,638.92 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Subgrade Undercutting, Type II, Modified	128.000 Cyd @ \$13.00/Cyd	<u>1,664.00</u>
<b>Total</b>		<b><u>\$1,664.00</u></b>

#### Reason(s) for Overrun(s):

The project was set up with a miscellaneous amount (500 CYD) of subgrade undercutting, but the quantity was not enough to properly stabilize the soil in the area. The miscellaneous quantity was based on previous experience of the design consultant working on similar projects in the area. The increase in quantity of Subgrade Undercutting, Type II, Modified caused an overrun in the original bid items.

The work item is an original contract pay item and the overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its May 1, 2007, meeting.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48858.

115. **Overrun 2007 - 15**

Control Section/Job Number: 38103-M60638 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Kelcris Corporation  
P.O. Box 362  
Williamston, MI 48895

Designed By: MDOT  
Engineer's Estimate: \$244,304.90

Description of Project:

9.22 miles of concrete pavement repairs, resawing and resealing joints on I-94 eastbound from east of Sargent Road easterly to east of the Jackson/Washtenaw County line, Jackson County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 8, 2006	
Original Contract Amount:	\$194,597.27	
Total of Overruns/Changes (Approved to Date):	19,459.73	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>36,490.50</u></b>	<b>+ <u>18.75%</u></b>
<b>Revised Total</b>	<b><u>\$250,547.50</u></b>	<b>+ 28.75%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$214,057.

Approval of this overrun will place the authorized status of the contract 28.75% or \$55,950.23 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 9 inch	459.000 Syd @ \$53.25/Syd	\$24,441.75
Pavt Repr, Rem	459.000 Syd @ \$26.25/Syd	<u>12,048.75</u>
<b>Total</b>		<b><u>\$36,490.50</u></b>

**Reason(s) for Overrun(s):**

When construction started, the condition of the existing concrete pavement warranted additional repairs to gain the desired useful life of the roadway and to protect the safety of the motoring public. The concrete pavement on the project had deteriorated at a rate greater than expected between the time of the design and the time the project construction began. This additional repair work caused an overrun in the original bid items Pavt Repr, Reinf Conc, 9 inch and Pavt Repr, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 26, 2007, meeting and is now recommended for approval by the State Administrative Board on May 1, 2007.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49240.

**116. Overrun 2007 - 16**

Control Section/Job Number: 73609-84980 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: CRS/Shaw Contracting Co.  
P.O. Box 41  
Kawkawlin, MI 48631

Designed By: Local Agency  
Engineer's Estimate: \$361,229.76

Description of Project:

0.36 miles of intersection reconstruction including widening for turn lanes, hot mix asphalt surfacing, and geometrics on Dixie Highway at Junction Road, Saginaw County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 2, 2006	
Original Contract Amount:	\$396,314.96	
Total of Overruns/Changes (Approved to Date):	39,631.49	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,692.15	+ 1.18%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>5,684.00</u></b>	<b>+ <u>1.43%</u></b>
<b>Revised Total</b>	<b><u>\$446,322.60</u></b>	<b>+ 12.61%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.18% over the original budget for an **Authorized to Date Amount** of \$440,638.60.

Approval of this overrun will place the authorized status of the contract 12.61% or \$50,007.64 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Non Haz Contam Mat'l Handling & Disp, LM 203.000 Cyd @ \$28.00/Cyd	<u>\$5,684.00</u>
<b>Total</b>	<b><u>\$5,684.00</u></b>

#### Reason(s) for Overrun(s):

A miscellaneous amount (100 CYD) of nonhazardous contaminated material handling and disposal was set up on the contract. This was set up due to the presence of contaminated sites located within the project limits. While completing the work on the site, some of the soils removed were contaminated with gas and had to be removed. This caused an overrun in the original bid items Non Haz Contam Mat'l Handling & Disp, LM.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its May 1, 2007, meeting.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80.00%; Saginaw County, 20.00%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48722.

117. **Overrun 2007 - 17**

Control Section/Job Number: 25402-52175 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Hardman Construction, Inc.  
242 South Brye Road  
Ludington, MI 49431

Designed By: Rowe Inc.  
Engineer's Estimate: \$2,582,645.00

Description of Project:

Remove and replace bridge with related approach work on Chevrolet Avenue over the Flint River in the City of Flint, Genesee County.

Administrative Board Approval Date:	July 5, 2006	
Contract Date:	July 7, 2006	
Original Contract Amount:	\$2,973,849.30	
Total of Overruns/Changes (Approved to Date):	297,384.93	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	254,891.28	+ 8.57%
Total of Negative Adjustments (Approved to Date):	(4,000.00)	- 0.13%
<b>THIS REQUEST</b>	<b><u>148,470.00</u></b>	<b>+ <u>4.99%</u></b>
<b>Revised Total</b>	<b><u>\$3,670,595.51</u></b>	<b>+ 23.43%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.44% over the original budget for an **Authorized to Date Amount** of \$3,522,125.51.

Approval of this extra will place the authorized status of the contract 23.43% or \$696,746.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-27	9, 13	\$83,127.67	03/06/07

This request allows payment for the following increases to the contract:

Non Haz Contam Mat'l Handling & Disp, LM	3,535.000 Cyd @ \$42.00/Cyd	<u>\$148,470.00</u>
<b>Total</b>		<b><u>\$148,470.00</u></b>

**Reason(s) for Overrun(s):**

The project site is located in an old industrial area in the City of Flint. The project was set up with an estimated amount of nonhazardous contaminated soil, due to the presence of petroleum in some of the soil borings. Once work started and the petroleum contaminated soil was excavated, samples were collected and sent to a lab to determine how to dispose of the soils. The soil samples indicated a high level of lead among other petroleum contaminants.

To determine the extent of the impacted soils, additional samples were collected. These samples also indicated a high level of lead contamination. The level was above the amount allowed in soils that could be in contact with members of the general public; therefore, the soils needed to be removed and disposed of at a Type II landfill. This caused an overrun in the original bid items Non Haz Contam Mat'l Handling & Disp, LM.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its May 1, 2007, meeting.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 79.98%; State Restricted Trunkline, 19.99%; City of Flint, 0.03%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48502.

**118. Overrun 2007 - 18**

Control Section/Job Number:	38101-87413	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	E. C. Korneffel Co. 2691 Veterans Parkway Trenton, MI 48183	
Designed By:	MDOT	
Engineer's Estimate:	\$78,388.29	
Description of Project:	Emergency partial superstructure replacement and maintaining traffic on I-94 under Hawkins Road, Jackson County.	



Administrative Board Approval Date:	September 12, 2006	
Contract Date:	September 14, 2006	
Original Contract Amount:	\$80,406.25	
Total of Overruns/Changes (Approved to Date):	8,040.63	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	21,000.00	+ 26.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>4,000.00</u></b>	<b><u>+ 4.97%</u></b>
<b>Revised Total</b>	<b><u>\$113,446.88</u></b>	<b>+ 41.09%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 36.12% over the original budget for an **Authorized to Date Amount** of \$109,446.88.

Approval of this extra will place the authorized status of the contract 41.09% or \$33,040.63 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: none

This request allows payment for the following increases to the contract:

Lighted Arrow, Type C, Furn	1.000 Ea @ \$4,000.00/Ea	<u>4,000.00</u>
Total		<b><u>\$4,000.00</u></b>

#### Reason(s) for Overrun(s):

The project was set up with just one lighted arrow board type C; however, to safely control traffic an additional arrow board was needed. The contractor was directed to provide the additional arrow board. This caused an overrun in the original bid item Lighted Arrow, Type C, Furn.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its May 1, 2007, meeting.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49202.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director